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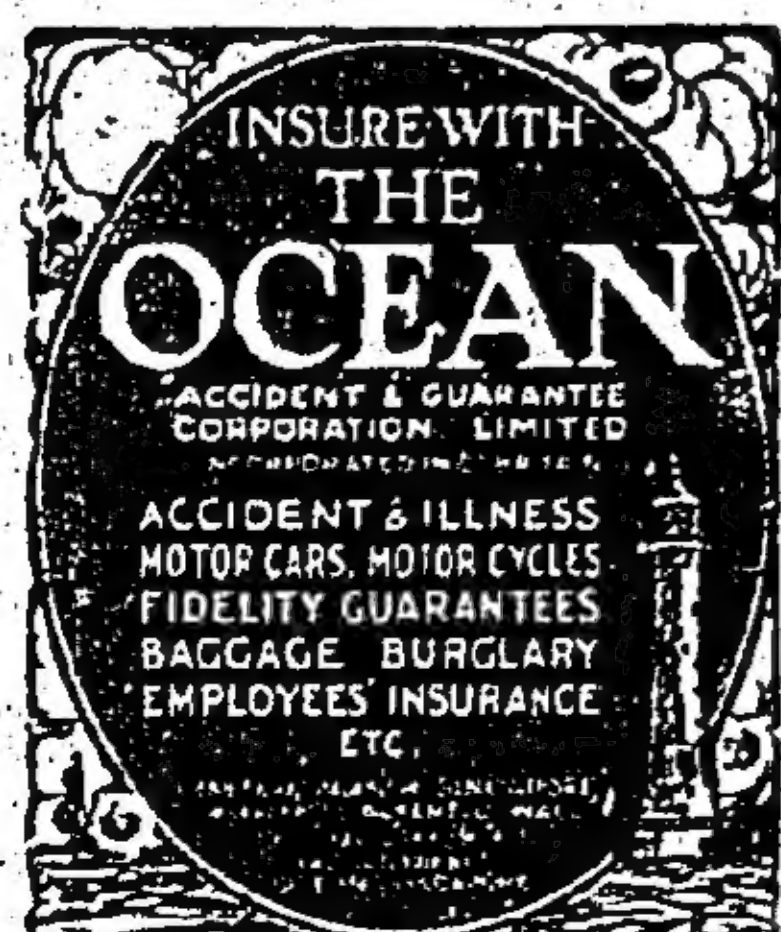
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## AHEAD OF THE MAIL.

(Continued from page 2.)

## DEPUTATIONS RECEIVED BY THE KING.

LONDON, March 5th.  
H. M. the King received a number of de-  
putations at Buckingham Palace presenting  
addresses of congratulation on the forth-  
coming marriage of the Duke of York and  
the birth of a grandson. The deputations  
included the Corporation of London and  
the Conventions of Canterbury and York,  
headed respectively by the Lord Mayor  
and the Archbishop, and also the  
Universities and the Dissenting Churches.  
The gathering was most impressive,  
the Corporation deputies appearing in  
ceremonial municipal robes, and the  
ecclesiastics in canonicals. The King, in  
separate replies, expressed his anxiety at  
the difficulties on the Continent and in Ire-  
land, and also at the state of unemploy-  
ment in Great Britain. He trusted there  
would be a generous response to the appeal  
on behalf of the Near East refugees.

## A SCENE IN THE HOUSE.

LONDON, March 6th.  
A question by Mr. Lansbury in regard  
to pensions for ex-Cabinet Ministers  
occasioned an incident in the House of  
Commons. Captain King, replying, said  
that four ex-Ministers were receiving  
pensions, but that the recipients under-  
took to surrender their pensions in the  
event of their financial position improving.  
Mr. Lansbury asked who were the  
gentlemen drawing this unemployment  
pay—(Laughter)—and pointed out that one  
of them had stated in the Press that  
his winnings on horse-racing were  
£80,000 per year. He declared that one  
of the last recipients, namely, Lord  
Balfour of Burleigh, had died extremely  
wealthy, and suggested that the pensions  
should be reviewed similarly to Old Age  
Pensions. (Cries of "Order" and "Labour  
cheers and cries of "Why Not?")

Mr. David Kirkwood said: "It's because  
they are of your own class."

Sir Henry Craik declared that Mr.  
Lansbury's reference to Lord Balfour was  
absolutely untrue.

Mr. Lansbury, amid loud cries of "Order,"  
tried to address the House and shouted at  
the Ministerial benches for several minutes  
before quiet was restored.

Mr. Kirkwood then raised a laugh by  
pointing to Sir Henry Craik and shouting  
"He's the naughty boy."

## REQUESTS FOR OXFORD UNDER-GRADUATES.

LONDON, March 6th.  
After various requests in his will to the  
amount of £21,000, Mr. John Williden  
Oddie has left the residue of his property  
to Corpus Christi College, Oxford, with  
directions that the income derived from  
the bequest be expended on grants to  
undergraduates in need of pecuniary  
assistance. Provision has also been made  
for a number of classical scholarships of  
£100 per annum for duly qualified im-  
pecunious candidates.

## GROTESQUE CAMBRIDGE RAG.

LONDON, March 7th.  
In an elaborate rag Cambridge under-  
graduates enacted a play on the events at  
Luxor with the opening of "Toot-an-  
Comin's" tomb in the market square.  
There were native police, infantry, and  
high dignitaries, and finally Cleopatra.  
Mr. Howard Carter, and Lord Carnarvon  
arrived. A special feature was a party  
of American journalists and a conspicuous  
relic was the original Ford chassis. The  
outfurnish proved to be a well-known wooden  
Highlander abducted from a London  
shopfront.

## QUEEN ALEXANDRA.

LONDON, March 7th.  
The sixtieth anniversary of the landing  
of Queen Alexandra in England was  
celebrated to-day when there were affec-  
tionate and copiously illustrated tributes  
in the newspapers. A message was broad-  
cast to the public at night, stating that  
Queen Alexandra was spending the day  
quietly in the country. She received  
numerous messages of congratulation  
from all parts of the British Empire.

## DEFENCE OF INDIA'S FRONTIERS.

LONDON, March 8th.  
In the course of a leader *The Times*  
says that the argument in favour of  
the Waziristan scheme is strong, but  
the location of posts within Waziristan  
does not seriously prevent the raiding of  
the lines of communication. Security is  
largely dependent upon the loyalty of the  
Khasadars, and it will be unfair to ask  
too much from Scouts or from British  
officers. The roads are also very vulnerable  
and in the event of another general con-  
flagration might again be responsible for  
troops to support advanced militia posts,  
and the Government might again be confronted  
with tragedies such as the withdrawal  
from Wana during the last Afghan War.  
The *Times* emphasises that there is no  
panacea for the North-West Frontier and  
suggests that the present decision cannot  
be final. "By all means," says the paper,  
"employ Khasadars in large numbers  
within tribal territory, but do not mix them  
with militia, and do not render the task  
more difficult, if not impossible, by the  
constant irritant of advanced posts. In  
any notable counter-raid, such as that by  
the Kohat Frontier Constabulary, there is  
a more salutary effect than in ponderous  
ineffective military operations on crum-  
bling roads. There is no really satisfactory  
half measure between the old closed Border  
policy and a full forward policy, but  
neither being practical policies, it can only  
be hoped that the present compromise will  
prove effective."

## COLONEL'S SUICIDE.

LONDON, March 12th.  
A verdict of suicide whilst of unsound  
mind was passed at an inquest at Bowland  
Castle, Hampshire, on Colonel Edward  
George Curtis, formerly Secretary of the  
Army Footbills Association. His body  
was found mutilated on the railway line  
and evidence showed that he suffered from  
the effect of serving his country during  
the great war.

## THE RUSSELL DIVORCE CASE.

LONDON, March 8th.  
Lord Amthill, giving evidence in the  
Russell Divorce Case, said that he and  
his son had raised money in this case on  
their life interest in the family property  
and on their life insurance. "Ultimately,  
it will come from my son's pocket and  
meanwhile it practically means ruin to me."

LONDON, March 7th.  
Giving evidence to-day, Mrs. Russell  
denied that she had ever committed  
adultery, and also denied the state-  
ments in regard to her association with  
Mayer. She said that there has never been  
the least familiarity between them. She  
admitted that she took the marital vow  
with reservations, because she told the  
clergyman that she refused to say that she  
would obey any man and that if he made  
her say it she would say it not meaning  
it. She declared that at one time she  
thought that "one had babies if one kissed  
a young man."

## INCREASE OF NEW DISEASE.

LONDON, March 7th.  
Sleepy Sickness (otherwise encephalitis  
lethargica) has broken out in Glasgow in an  
aggravated form, the victims being of all ages.  
There have been several deaths, and a ter-  
rible loss of work. The cases are not  
readily recognised, as the drowsiness which  
is usual in the early stages of the disease  
is often absent. It is noteworthy in this  
connection that the report of the Health  
Section of the League of Nations says  
that cases of the disease have not yet  
been reported in a sufficient number to  
justify the word "epidemic," but a  
rather frequent occurrence worthy of  
note. Its recrudescence was first ap-  
parent in Scandinavia last November,  
and since then there has been a steady  
rise in the number of cases in Great  
Britain, while there has also been an in-  
crease in Belgium, Switzerland and Greece,  
the returns from the rest of Europe being  
small.

## LONELIEST MAN ON EARTH.

LONDON, March 7th.  
The inquest has been held at Westminster  
on Henry Frederick House, a retired Indian  
Civilian, who died suddenly at Charing  
Cross Hotel, where he had been staying at  
irregular intervals for years. He arrived at  
the Hotel on Saturday in a taxi cab,  
alighted, groaned and fell against the door-  
keeper. He was taken to hospital and found  
to have died from heart disease.

Mr. Mac Swiney, Executive Officer to  
the High Commissioner for India, said  
that Mr. House had been an Opium  
Agent at Benares and had retired from  
the Civil Service in 1911 on an annuity  
of £1,000 a year, having in addition a  
private income of over £1,000 a year.  
He added that he knew that Mr. House  
had no fixed home and was unmarried.

The Coroner's Officer said that Mr.  
House had lived on twelve shillings a day.  
The Coroner said that Mr. House was  
possibly one of the loneliest men on earth  
and it was incredible that he had no  
relatives. £2,000 a year was going beg-  
ging because they were unable to find the  
next of kin, but there would doubtless soon  
be many claimants.

A verdict was returned of death from  
natural causes.

LONDON, March 9th.  
The *Evening Standard* understands that  
the will of Henry House bequeaths the  
whole of his estate to his sister, Mrs.  
Russell, of Manchester, who declared that  
Mr. House had been constantly com-  
municating with her, and last wrote eight  
weeks ago. He had a number of friends  
in London, and the stories of his loneliness  
were due to the hotel people not pos-  
sessing the address of any relative.

## END OF TRAFFIC IN HONOURS.

LONDON, March 8th.  
In the House of Lords, Lord Curzon  
announced that the Government intend to  
introduce legislation giving effect to the  
Honours Commission's Report which will  
lead to ensure a greater degree of  
circumspection by the Patronage Secretaries  
and Party Managers and finally eliminate  
the purely money aspect of the awards.  
In the course of the debate Lord Halsbury  
exploded the myth that the Sovereign is a  
mere automaton and declared that on the  
contrary His Majesty by no means  
automatically approved all the Ministers  
told him. He not only had the right to  
ask for the most minute explanation, but  
often criticised in most effective fashion.

## ENDOWING WOMEN'S COLLEGES.

LONDON, March 8th.  
The Lord Mayor presided at a meeting  
at the Mansion House to consider the  
means of raising £185,000 to endow the  
four women's colleges at Oxford. Dean  
Inge in the course of an address, sug-  
gested that the University Degree for  
women constituted an effective bar to  
marriage, and stated that out of 12,607  
women students who had passed out of  
Oxford, only 687 had married. Professor  
Gilbert Murray described the remunera-  
tion of the women's staff as deplorable  
and declared that the male staff at Oxford  
lived in ease and comfort compared with the  
women.

## THE DRIFT ACROSS THE POLE.

LONDON, March 8th.  
Christiania.—Owing to the sun's rays, radio  
communication with Captain Amundsen's  
ship the *Maud* has become more difficult  
and reports are now less regular. The *Maud*  
reported on March 6th bright weather and  
a temperature of 30 degrees centigrade be-  
low freezing point. Her position was then 74  
North and 170/30 East, showing a drift since  
the 14th of December of 80 kilometres  
North and 64 degrees West, which is much  
slower and in a more Northerly direction  
than in Autumn, closely approximating to  
the drift of 1903.

Captain Amundsen in a letter from  
Norge, dated December 19th, reported his  
arrival from Wainwright after journeying  
10 days, during which he covered 40 miles  
daily partly by dog team. He and his  
party have already gone to Nome to  
ascertain the position of the *Maud*, and  
also to regulate their watches and condi-  
tion the expedition for Wainwright,  
where they are proceeding this month.  
The weather is excellent and Captain  
Amundsen expects to start his drift for  
the 10th, in which he will take his  
acquainted friends with a ski.

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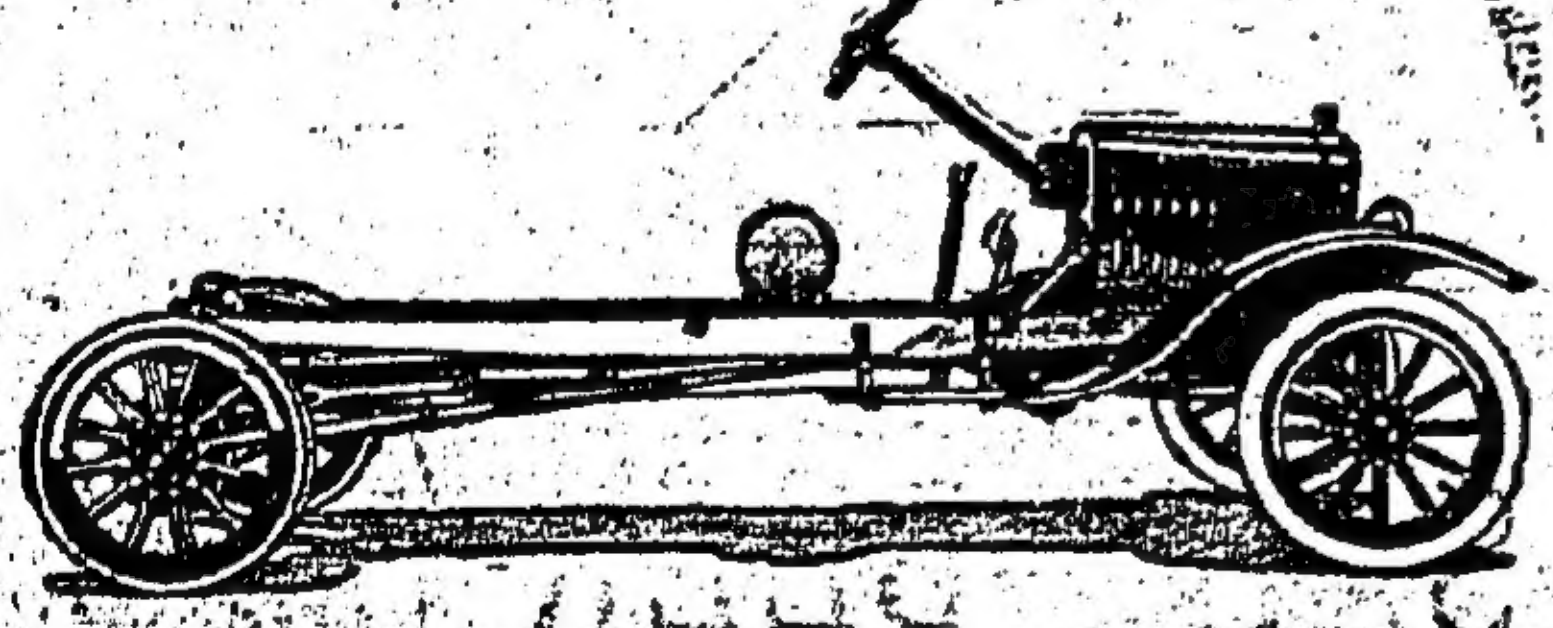
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# SHIPPING LOSSES IN THE SWATOW TYPHOON.

## SUGGESTED IMPROVEMENT IN THE TYPHOON WARNING SERVICE.

### DISCUSSIONS BETWEEN THE CHAMBER OF COMMERCE AND THE OBSERVATORY.

Important documents with reference to typhoon signals and the system of conveying them to shipping both locally and at sea are contained in the Annual Report of the Hongkong General Chamber of Commerce just issued to the Press. AN INQUIRY INTO SHIPPING LOSSES IN SWATOW TYPHOON.

After the Swatow typhoon of August 2nd-3rd, 1922, Mr. R. Sutherland sent to the Chamber an exhaustive report which, he explains, emanated from an inquiry into the loss of the Indochina S.N. Co.'s s.s. *Choyang*. He calls attention to the fact that, on the 1st August (at a time when it afterwards appeared that Siewwei Observatory was signalling a N.W. direction of the typhoon), Hongkong Observatory was signalling that the typhoon was "moving North." Position: In the Balingtaw Channel, almost immediately North of Luzon. Mr. Sutherland's report proceeds:

"Captain Walker considered, and rightly so, that the position and direction of the typhoon as given, justified him in leaving the Port; he therefore proceeded on his voyage at 7 p.m. (August 1st).

At noon on the following day, it became apparent a typhoon was in close proximity. The ship was turned round with a view of making Swatow for shelter, but was unable to cross the Bar owing to depth of water, and as an alternative was obliged to anchor in Clipper Roads, about 14 miles N. of Swatow. In this anchorage she endeavoured to ride out the typhoon, which passed over her that night, with the unfortunate result that she was totally lost. In passing I would say that it was only owing to some freak of the storm that the vessel drifted into the sheltered position she now lies, and it is somewhat marvellous that she did not strike the weather side of the island, which would undoubtedly have accounted for her breaking up, with, we fear, heavy loss of life.

Obviously it becomes necessary to ascertain how a vessel, leaving harbour on signals which gave her a clear course, came to be some 24 hours afterwards, in the vortex of a storm of exceptional violence."

The report continues:—"Siewwei, notwithstanding the disadvantage of being some 600 miles further away from the centre of the disturbance, were able to state the position and direction accurately. Captain Walker, in response to an enquiry as to whether he would have left port had he been aware of the Siewwei reading said 'Decidedly not.'"

"The point immediately apparent is whether Siewwei and Hongkong are in sufficiently direct touch, with each other, especially at times when typhoons are in our vicinity, and it will be seen that this question has a most important bearing on the loss of the *Choyang*, in as much as if the Observatory here were aware of Siewwei's finding of position and direction, they would surely have erred on the safe side by hoisting a qualified signal to the effect that the typhoon might be moving or might recurve in a North-westerly direction, instead of definitely giving a Northerly direction. This would have been quite sufficient to prevent the *Choyang* and other vessels bound North leaving the Port."

Discussing the loss of the B.I. s.s. *Gondia* in the same typhoon, Mr. Sutherland comments on the fact that the message indicating that the typhoon was "moving N." was received by the Commander of the *Gondia* at each even hour from 4.40 p.m. until midnight and he did not receive any further information until the 10.50 a.m. warning of the 2nd August, which intimated the change of direction to N.W. "From 4 o'clock one evening until 10.50 a.m. the next day," writes Mr. Sutherland, "the *Gondia* and the typhoon were travelling on converging courses, whereas the Master's wireless indicates that the typhoon was travelling North, i.e. on a parallel track, (ahead) at a safe distance."

Amongst other questions which Mr. Sutherland puts, arising out of these facts, are:—"If the Hongkong evening signal of the 1st August had also indicated Siewwei's position of the typhoon would the Master of the *Gondia* have continued on his course?"

"If the changed direction of the typhoon had been witnessed by general signal between 4 p.m. on the 1st and 10.50 a.m. on the 2nd (18 hours), is it not reasonable to suppose that the Master of the *Gondia* would have slowed down and let the storm pass ahead of him?"

"If Hongkong knew as soon as the typhoon recurved why was the change of direction not signalled at once?"

"When typhoons are in the vicinity, are readings from other stations more or less continuous, or does Hongkong only receive them at routine times such as when in actual danger threatens?"

In concluding his report, Mr. Sutherland urges that opportunity be taken of again suggesting the erection of an observing and wireless station on the Pratas Shoal.

CHAMBER'S REPRESENTATIONS TO THE GOVERNMENT.

The report was considered by Committees of the Chamber, and the volume contains an account of a long discussion on the subject. The decisions reached were embodied in a letter to the Government (dated 23rd October 1922) of which the following are the salient paragraphs:

"The General Committee believes that an examination of these documents will convince the Government of the need for enquiry into the system by which weather reports are collected and exchanged. It would urge the Government, in view of the importance of this matter to British shipping, to go into the question most thoroughly, collating information from all the Observatories in these seas and endeavouring (through the usual channels, of course) to secure united action by all the Powers concerned so that all the resources of modern science and every means humanly possible be adopted to improve the system of locating the track of typhoons. To assume the leadership in such an undertaking, it is submitted, is at once the right and the duty of a British Colonial Government in the Far East."

"The Committee apprehends that, to complete the programme of investigation and organisation it has in mind will be the work of two or three years, but it feels that no time or expense would be wasted in view of the enormous saving to commerce that will be effected by having more precise information about typhoons. Meanwhile, the Committee would suggest, as a step of immediate practicality, that arrangements be made to broadcast Siewwei warnings at the same time as Hongkong warnings."

"In the opinion of experienced navigators, the establishment of an observing and wireless station on the Pratas Shoal is essential to an adequate system of weather reports, as this Shoal is right in the track of most of the typhoons entering the China Sea. The position of the Pratas Shoal is such that an observing station there would give this Colony an unfailing warning of the approach of a typhoon, thus safeguarding lives and property in these and neighbouring waters."

Summarising the submissions contained in this letter, the General Committee asks:—

1. That a Committee of Enquiry be appointed to investigate the present system of compiling weather reports, with special reference to the circumstances surrounding the Observatory Warnings at the period of the Swatow typhoon of August 2nd and 3rd, 1922.

2. That Siewwei Warnings be broadcast at the same time as Hongkong Warnings.

3. That immediate steps be taken, through the proper channels, to establish an observing and wireless station on the Pratas Shoal."

The Colonial Secretary replied, under date, November 2nd, that "the suggestions made will receive this Government's careful consideration and they will be laid before the Governor on this return."

COMMENTS BY THE DIRECTOR OF THE OBSERVATORY.

The volume also contains comments by the Director of the Observatory, Mr. T. F. Claxton, on Mr. Sutherland's report, dated November 13th. In the course of this document, Mr. Claxton says:—

"The issue of more than two signals on the same day with the existing code would cause confusion, but might be resorted to in exceptional circumstances; if, for instance, wireless observations from ships indicated that the existing signal should be changed. It might be possible, with the concurrence of co-operating Observatories, to add a symbol to the time signals of the code which would obviate the confusion referred to above."

I hesitate to criticise this code. It was adopted at Hongkong on the recommendation of the Chamber of Commerce."

Mr. Claxton adds that, in addition to the 6 a.m. and 2 p.m. observations, extra observations are obtained during typhoon weather, from Swatow ("supposed to be routine but seldom received"), Manila (from Aparri and other stations), Formosa, Sharp Peak, Amor, Philippi, Canton, Macao. Mr. Claxton continues:—

"No storm warnings are received from Shanghai by this Observatory. After 11 a.m. and 5 p.m. Shanghai broadcasts warnings which might perhaps be picked up by Cape d'Aguilar. But I cannot endorse Mr. Sutherland's suggestion that this Observatory should wait for them and incorporate them in our signals."

"The fact that the direction 'North' was broadcast every two hours from 4.40 p.m. until midnight on August 1st, did not mean that the typhoon was travelling north until midnight, but that during the interval between 8 a.m. and 2 p.m. (the routine hours of observations at the various ports) the estimated direction of motion was north."

As to the reports of the Observatories on the direction of the typhoon, Mr. Claxton says, "As a matter of fact we were all wrong. At no time was the centre approaching S. Formosa." He continues:—

"It was the steady N.E. gale at S. Formosa, accompanied by a rapid fall of the barometer, while the pressure at Hongkong had become nearly stationary and the fact that the mountains of N. Luzon are apt to deflect a typhoon to the north, which led me to accept the northerly track given by the estimated positions at 8 a.m. and 2 p.m. on the 1st. As the former was too far west and the latter was too far east, the direction was wrong. Had both been too far east or both too far west the direction given at 2 p.m. would have been correct."

"This is an illustration of the actual disadvantage of issuing storm warnings at too frequent intervals; the shorter the interval the greater the probability of error in the direction signal. A given error in the estimated position will cause a greater error in the estimated direction of motion for short intervals than for long ones."

(Continued at foot of next column.)

# THE MUI TSAI ORDINANCE.

## COMMENT BY RELIGIOUS PRESS.

The *Church Times* of February 18th has the following editorial note:—

"The Legislative Council of the Crown Colony of Hongkong has been discussing the Bill for the Abolition of Mui Tsai, upon the evils of which we have commented, and it has seemed necessary to the Council to resort to the Chinese method of face-saving. The Governor said that the Bill must pass, and that he had definite instructions from the Secretary of State, the representative of the British Government, and the British people, to allow no compromise. He admitted also that to the Western mind the system of Mui Tsai was highly difficult to distinguish from slavery. Having made these admissions he went on to say that he dissociated himself entirely 'from the venomous attacks of people at home.' But the criticism of the system of Mui Tsai came first from English men and women who, if they happened then to be at home, had been resident in Hongkong, had seen the system in operation, and had observed its evil effects. There was no 'venomous attack' only, so far as we are aware, a clear setting of the facts before Englishmen who were unaware of things which were being done under the cover of Crown Colony law. When the facts were understood the system was recognized as wholly contrary to the spirit of British administration, and it was condemned. The Governor, in fact, has openly criticized the Imperial Parliament and the Secretary of State for the Colonies, and his position seems to us to be delicate. But that matters little; what is of importance is that the system is to be abolished."

The *Methodist Times* in a comment says:—

"Opinions differed as to the accuracy of the adverse characterisations of the working of the system, but the Government was compelled to admit that to the Western mind it was highly difficult to distinguish between 'Mui Tsai' and slavery. The Bill now becomes an Act, and the stain upon the British flag is removed. The *Methodist Times* was the first religious paper to call attention to this evil, and it is a matter of great satisfaction that the crusade has been carried to a triumphant issue."

The desirability of a 2 p.m. storm warning is frequently questionable and would more often be omitted but for the fact that the shipping community desire warnings at the shortest possible intervals. It is sometimes better to wait for the 6 a.m. observations than to issue a warning in the afternoon based on meagre data for 2 p.m. In the present instance, however, the estimated position at 2 p.m. appeared to be sufficiently accurate to justify the warning issued at 4.10 p.m. on the 1st."

Conclusion:—The erroneous direction (north) signalled at 4.10 p.m. on August 1st, was due to the absence of observations from Aparri, which usually breaks down before the wind reaches a gale. The error made by Zikawei in estimating the position of the centre of the typhoon at 2 p.m. on August 1st was as great as that made by Hongkong, but happened to be in a fortunate direction, while the error made by Hongkong was in an unfortunate direction."

SUGGESTED IMPROVEMENTS IN THE STORM WARNING SERVICE.

Mr. Claxton's report concludes with the following paragraph:—"To improve the Hongkong Storm warning service we require:—

(1) Improved telegraphic communication between N. Luzon and Manila.

(2) Wireless stations at (a.) Batan Island (between the Bashi and Balingtaw Channels); (b.) Pratas; (c.) Parais; (d.) Hoihow; and (e.) Yu Lin Kan (Hainan); (f.) Chalang Point; (g.) Wuchow; (h.) Kweilin.

(3) Wireless observations from every vessel within call of Hongkong, in accordance with the instructions contained in Government Notification 452 of 12th March, 1921.

(4) Discipline among Radio Operators.

It is not possible to obtain observations by cable from additional stations, but additional observations from existing stations might be obtained by paying the Cable Company half rates.

Two additional observations daily from 20 stations would cost about \$10,000 a year.

As regards 'the present system of compiling weather reports' it is the same at Hongkong as at Manila and Zikawei. I feel confident that neither Zikawei nor the first to disclaim any superiority for Zikawei over Hongkong or Manila. Some times one is the more accurate and sometimes another. A captain of one of the leading liner trading with the Far East recently expressed the opinion that the Hongkong storm warnings were the most satisfactory of any he had utilised."

AVAILABILITY OF SIEWWEI WARNINGS.

Emphasis was laid, in further discussions, on the desirability of Siewwei warnings being available in Hongkong and of the last one received being broadcast at the same time as Hongkong warnings. On December 13th the Chamber wrote to the Government expressing the opinion that "the reply of the Director of the Royal Observatory confirms the belief that the present system of collating weather reports and broadcasting warnings is far from satisfactory, may even at times be a menace to the safety and prosperity of this Colony, and is inadequate as an aid to navigation."

It is indicated in a final note to the Annual Report that the subject is still under discussion between the Chamber and the Government.

# LUSITANO CLUB SPORTS.

## 16TH ANNUAL ATHLETIC MEETING.

The Portuguese community turned out in strong numbers at Happy Valley yesterday afternoon to witness the 16th annual athletic meeting of the Lusitano Recreation Club, which was held on the Race Course, kindly lent for the occasion by the Jockey Club. The sports were a very successful one, the racing being of a high standard. The principal race of the day, the 220 yards flat race for the championship of the Colony, was won by A. Rahmin, with R. Omar second. Rahmin covered the distance in 22 and three-fifths seconds, which is the best time for this event since 1910, when Lee, Cpl. Andrews did the distance in a fifth of a second less, the record for the Lusitano Club Sports. The quarter-of-a-mile flat race, open to members of the Portuguese community, was won by A. Gosano; whilst F. Rodrigues for the second year in succession won the one hundred yards championship race. His time was the same as last year, ten and three-fifths seconds. V. C. Bell, who is achieving much fame this year in local sporting events, carried off the half mile handicap race open to European soldiers and sailors and police. The one mile team race drew two entries only, the United Athletic Club and St. Joseph's. St. Joseph's took the lead and held it until their third man took up the running, when the U.A.C. came to the front and won easily. Great interest was taken in the tug-of-war, between teams drawn from Kowloon and Hongkong. Kowloon won amidst much excitement by two pulls to one.

At the conclusion of the sports Mrs. Silva Netto presented the prize to the successful competitor, after Mr. Barretto had addressed the spectators. He described the sports as the most successful they had held for years.

Mrs. Silva Netto was the recipient of a bouquet of flowers in a silver holder, which was presented to her by Mr. Barretto.

The proceedings closed with cheers for Mrs. Silva Netto, after which the King's Band, which had played delightful music throughout the afternoon, struck up the Portuguese National Anthem and the British National Anthem.

The following are the results of the various races:—

Boys' Race, 220 yards (Handicap).—1. R. Santos; 2. J. Luz. Time: 28secs.

120 yards Flat Race.—1. V. Alves; 2. H. Alves. Time: 12.2secs.

Bicycle Race, 1 mile (Handicap).—1. M. Remedios (scr.); 2. J. A. V. Soares (scr.). Time: 3mins. 17.1secs.

440 yards Flat Race. Challenge Cup. (Presented by Mr. A. F. B. Silva-Netto).—1. A. Gosano; 2. L. Carvalho. Time: 58secs.

Boys' Race, 120 yards (Handicap). Open to boys under 10 years of age.—1. J. G. Sequerra; 2. C. Victor.

Egg and Spoon Race, 100 yards.—1. John Maher; 2. J. E. Soares.

100 yards Championship Race. (Scratch Event).—1. F. Rodrigues; 2. B. Alves. Time: 10.3secs.

Girls' Race, 100 yards (Handicap). Open to girls under 10 years of age.—1. Mario Alves; 2. Millie Chue.

440 yards Flat Race (Handicap).—1. B. Assumpcao (15 yards); 2. A. A. Remedios (15 yards).

Boys' and Girls' Race, 60 yards (Handicap).—Boys: 1. R. Silva; 2. R. Crestejo. Girls: 1. Ange Alves; 2. H. Castilho.

Bicycle Race, 2 miles (Handicap).—1. C. M. Xavier (150 yards); 2. F. J. Wilkinson (70 yards). Time: 6mins. 32secs.

Flat Race, 220 yards (Handicap).—1. B. Alves; 2. H. Alves.

220 yards Flat Race. Championship of the Colony.—1. A. Rahmin; 2. D. R. Omar. Time: 22.3secs.

Sack Race, 60 yards.—1. B. Assumpcao; 2. F. A. Loaripa.

Half mile Flat Race (Handicap).—1. L. A. Carvalho (10 yards); 2. F. Rodrigues (10 yards); 3. L. S. da Silva (50 yards). Time: 5mins. 13.2secs.

Flat Race, 1 mile (Handicap). Open to European Sailors, Soldiers and Police.—1. V. C. Bell; 2. Comd. Dobbin. Time: 5mins. 12.2secs.

Ladies' Nomination Race.—1. C. E. Rosa Pereira; 2. M. F. Houghton.

One mile Relay Race. (Open to the Colony).—1. United Athletic Club (B. A. Hyder, G. A. Hyder, G. Chub and Mackenzie); 2. St. Joseph's.

One mile Relay Race for Mattoiro Challenge Cup.—1. A. E. Carvalho; 2. A. Gosano; 3. B. Marques. Time: 7mins. 28secs.

Colossation Race, 100 yards.—1. M. P. Remedios.

Indian Police Race.—1. P. C. 35; 2. P. C. 21. P. C. 48.

Tug-of-War.—Kowloon v. Hongkong.—Kowloon beat Hongkong by two pulls to one.

The Officials were:—Patrons.—H.E. Sir Reginald Edward Stubbs, K.C.M.G., and His Lordship Bishop D. Pozzoni.

Hon. President.—Senhor Antonio Luis Cerveira de Albuquerque e Castro, Consul-General for Portugal.

Hon. Vice-President.—Mr. P. V. Botelho, Vice-Consul for Portugal.

President.—Mr. J. C. Barretto.

Hon. Secretary.—Mr. M. F. Baptista.

Hon. Treasurer.—Mr. F. L. Silva.

Athletic Sub-Committee.—Messrs. A. J. V. Ribeiro, C. M. S. Alves, A. O. Rozario, F. L. Silva and M. F. Baptista.

Judged.—Messrs. A. F. B. Silva-Netto, M. A. Figueiredo, A. C. Botelho, E. V. Botelho, E. V. M. de Souza, F. H. Barnes, J. A. S. Alves and A. G. da Rocha.

Referee.—Mr. A. A. Alves.

Starters.—Messrs. A. E. S. Alves and A. J. V. Ribeiro.

Time-keepers.—Messrs. C. M. S. Alves and M. P. Remedios.

Clarke of the Course.—Messrs. L. G. Cordero and J. M. Britto.

Stewards.—Messrs. A. M. L. Soares, Leo d'Almeida e Castro, H. A. Castro, M. A. dos Remedios, F. M. P. de Graca, G. J. Sequerra, A. D. Barretto, J. M. Alves, J. M. de C. Basto, E. J. de Figueiredo and Prof. E. Danenberg.



## THE VICTORIA REGATTA.

Yesterday saw the close of the Victoria Regatta after one of the most successful events of the past few years. For the first time in history the Royal Hongkong Yacht Club was defeated in the four for Cluyter's Challenge Cup, and lost its flag to the Victoria Recreation Club—the organizers of the regatta.

During the day H.E. the Governor (Sir Reginald Edward Stubbs, K.C.M.G.), attended on the Naval launch, *Stanley*, accompanied by Major-General Sir John Fowler, Sir William Rees Davies, Commander C. W. Beckwith, and a number of ladies.

Others among those present were Messrs. G. Duncan, R. J. Dixon, R. M. Dyer, and E. Cook, all of them old rowing men of the Colony.

At the conclusion of the racing the cups were presented to the winners by Mr. D. K. Blair, Vice-Commodore of the Royal Hongkong Yacht Club.

Mr. W. Logan, Acting Chairman of the Victoria Recreation Club, introduced Mr. Blair to the assembly, and took the opportunity of thanking the various people responsible for the success of the regatta.

Mr. Blair expressed his pleasure at being asked to present the prizes at what he described as "this most ancient regatta." He said that he was in conversation with Mr. Findlay Smith earlier in the day, and had happened to mention that he was presenting the prizes at the regatta.

"Why," Mr. Blair exclaimed, "I thought rowing had died out in this Colony. I never hear anything about it now-a-days!" In the course of the conversation Mr. Smith mentioned that he had been officially connected with the Victoria Regatta fifty-two years ago.

"I was on the bar committee!" he told Mr. Blair. He also told him that in the years gone by the whole Colony went en masse for three whole days, the event taking pre-eminence over the annual race meeting. Then, too, beer was free, "and that," said Mr. Blair, "might have accounted for the popularity of rowing."

The regatta was, in those days, held in the centre of the Harbour, and conducted from where the Star ferry wharf now stands. Mr. Blair went on to say that the R.Y.C. was hoping for kind striving hard to attain the rise once more of rowing as a sport.

"I don't know," he said, "whether it is that the Indians of this age have changed their ideas of effort in young men, for in the old days there was scarcely room to accommodate them at those regattas. It may be that they prefer the sight of 'plus fours' rather than witness the muscular development of our young men in action in the more abbreviated costumes worn for rowing."

"How ever," he said, "rowing has not had the slip it should have had during the past few years, and especially since the War, and both the V.R.C. and the R.H.K.Y.C. are striving every effort to stimulate interest in it." He felt sure that most of those present must have been impressed by the efforts put forward by the various crews, and the very close finishes that had taken place. This alone made it obvious that the sport was worthy of support.

He congratulated them on winning the "Royals" flag, but said that the best crew had admittedly won a very sporting race. He added that this particular flag was lost to the R.H.K.Y.C. for good, he hoped that the next time they rowed against the V.R.C. the latter club would have a big silk flag made ready for them to take away with them. (Laughter).

He then distributed the prizes. After he had presented the cups for sailing, Mr. Blair said he had been talking the subject of rowing over with the secretary of the V.R.C., Mr. R. W. Mitchell. He mentioned that they were probably the two oldest sailing men in the Colony, and had had many a fierce argument on the subject years ago. As a consequence of this conversation, and with the permission of the Committee of the Royal Hongkong Yacht Club he had decided to offer a championship cup to be competed for at this event in future years.

In the past it had always been difficult in organizing sailing races, to place all the boats on an equal footing, because of the difference in build, etc. But now they had a new class of "Hayward Hays," as that there were six boats in the Colony all built on similar lines and in a similar shape, and racing would be fairer. With these six boats it was his intention to sail in Hongkong a championship event which would enable them to determine the best sailing man in the Colony. The six men believed by the Committee of the R.H.K.Y.C. to be the best sailors in the Colony would be invited to sail the boats, and there would be two races, one in the morning of the day decided upon, and the other in the afternoon when there would be a change over of boats. This would enable them to discover the two best men, and at a later date these two would be asked to race again, and so determine which was the better. The cup would be held by the winner, who achieved victory three years in succession. (Applause).

The "Royals" flag was handed over to the V.R.C. captain by Mr. Donald Logan. Mr. Logan said the task arose in his mind two feelings. One of deep distress because during the whole time he had been in the Colony this was the first occasion on which the flag had been lost in this event. The second feeling was one of pleasure because he had to hand the flag over personally to Mr. Dreyer, a rowing man who had done a tremendous amount of work for the sport in the Colony.

Mr. Dreyer made a suitable response, and at the conclusion of the proceedings the Secretary of the Victoria Recreation Club, Mr. Robert Mitchell, called for cheers for Mr. Blair, and for the R.H.K.Y.C. crew.

The first race of the day was for the Ho Tung Challenge Cup for fours. This race was limited to Hongkong residents, garrison, etc., and each crew had to be drawn from the same firm, regiment or ship. Three boats rowed the course, the crews being:

P.W.D.—Andrews (stroke), Carter (3), Cooper (2), Martin (bow), Pearce (cox).  
H.K. Volunteers—Pte. May (stroke), Pte. Scarfe (3), Lieut. Jordan (2), Lieut. Logan (bow), Corp. H. W. Peley (cox).  
Submarine—P. Claridge (stroke), P. Buck Keane (3), D. E. G. Wymys (2), H. Stevens (bow), G. G. Slade (cox).

The Submarine simply walked away with the race right from the start. There was a struggle for second place between the Volunteers and the P.W.D. The latter boat drew up level at 300 yards from the finishing post, and completed the course a length ahead of the Volunteers.

The Inter-Club Senior Pairs for a cup presented by H.E. the Governor (Sir Reginald Stubbs, K.C.M.G.), was entered for by two V.R.C. crews, and one from the Royal Hongkong Yacht Club. They were:

R.H.K.Y.C.—Wahl (stroke), Logan (bow).  
V.R.C.—H. Dreyer (stroke), S. Berg (cox).  
V.R.C.—B. J. de H. Moore (stroke), J. Norgaard (bow).

The distance was three quarters of a mile. Wahl's crew was left behind at the start. The two V.R.C. boats took the struggle into their own hands, and the R.H.K.Y.C. crew fell further behind.

After a very exciting race Dreyer's crew won by half a length.

Brown's Challenge Cup, open to Garrison six oared gigs, was won by the R.G.A., last year's holders, on the *Sophie*. There was only one other entrant, the Royal Engineers on the *Sapper*. The teams were:

R.G.A.—Gnr. Woodhouse (stroke), Gnr. Berrystone (3), Gnr. Oram (4), Gnr. Beale (3), Gnr. Rust (2), Gnr. Candy (bow), C.S.M. Rogers (cox).  
R.E.—S.S. Hayter (stroke), S.S. Middleton (3), S.S. Redpath (4), S.S. Gardner (2), S.S. Hamilton (2), S.S. Smith (bow), Lt. Shepherd (cox).

The R.G.A. took the lead right from the start, and won an easy race by about six lengths.

A considerable amount of interest was evinced in the Inter-Club Junior Fours. The V.R.C. were pitted against their old rivals the R.H.K.Y.C. The teams were as follows:

V.R.C.—C. Earnshaw (Stk.), H. O. Karpersen (3), G. A. Jack (2), B. Rasmussen (bow), G. Razavet (cox).  
R.H.K.Y.C.—W. R. Andrews (Stk.), Carter (3), Cooper (2), M. Tin (bow), H. Peley (cox).

The result was a very comfortable victory for the V.R.C. They took the lead right from the start, and maintained it throughout, rowing a steady, easy stroke. They were obviously the stronger crew.

The big race of the day was the Inter-Club Fours between the V.R.C. and the R.H.K.Y.C. for Cluyter's Challenge Cup. The course was a mile in length, and the two crews were as follows:

R.H.K.Y.C.—Wahl (Stk.), Mortimer (3), Shepherd (2), Tiran (bow), Peley (cox).  
V.R.C.—H. Dreyer (Stk.), S. Berg (3), J. Norgaard (2), O. Stutz (bow), Razavet (cox).

For the third time during the regatta the Royals suffered defeat, and this time defeat was accompanied by the loss of the Club flag.

Both crews rowed well. For a little way the boats kept together, and then Dreyer's crew shot ahead and led by a length for about a hundred yards. The Royals made a determined effort, and picked up half a length, but finally the other crew drew away and won comfortably by a couple of lengths. This is the first time in the history of the regatta that the Royals have lost their flag.

There were three entries for the Junior Pairs. They were:

C. Earnshaw (Stk.), G. R. Razavet (bow), and Schnepel (cox).  
Rasmussen (Stk.), Cooper (bow), Jordan (cox).  
W. R. Andrews (Stk.), Jack (cox), and Peley (bow).

Earnshaw's crew got away first at the start, and maintained the lead throughout. They were followed to the winning post by Jack.

The best race of the day was the four for the Chairman's Challenge Cup. The four crews entered were:

O. Stutz (Stk.), J. Norgaard (3), F. Schnepel (2), H. Hyndman (bow).  
B. J. de H. Moore (Stk.), H. Karpersen (3), W. R. Andrews (2), G. Roselet (bow).  
H. Dreyer (Stk.), E. Huyer (3), G. Jack (2), A. M. Roche (bow).

C. Earnshaw (Stk.), S. Berg (3), D. Rasmussen (2), F. Schnepel (bow). The boats got well away together, and for the first quarter of a mile kept together. Earnshaw's crew from then onwards gradually pulled away, and won by a couple of lengths. The fight for second place was a keen one between the three other boats, but Moore's crew captured the position by a few feet, followed by Dreyer.

YACHT RACES.

There were two yacht races during the day. In the morning the starting gun was fired at 11 a.m. The course was from the Yacht Club West, to East Lyceumoon Beach, Kowloon Rocks South, Channel Rock, to the mark at Black Boulder Point, East to West. The competing yachts were Capt. A. Taylor's *Gladys*, Mr. J. D. Adams' *Glady's*, Capt. W. Davidson's *Adams*, Mr. H. B. House's *Urrula*, Commodore Grace's *Belinda*, Capt. Arthur's *Diana*, and Mr. J. H. Pearce's *Urrula*.

They were placed in the following order:

Finishing Time Collected Time  
1. *Urrula* ..... 12.50.12 ..... 12.30.47  
2. *Gladys* ..... 12.55.49 ..... 12.35.56  
3. *Glady's* ..... 12.54.29 ..... 12.35.58

(Continued at foot of next column.)

## SPORT.

## CRICKET.

## UNITED SERVICES DEFEATED.

The two-days' match between the United Services and the Hongkong Cricket Club was concluded yesterday and resulted in a comparatively easy win for the Club by an innings and 197 runs.

When play was resumed yesterday morning both sides had completed their first innings and the United Services were 177 runs in arrears. In their first innings on Saturday they made 123 runs as against 277 by the Hongkong Cricket Club. They fared badly yesterday and the side was dismissed a second time for 50 runs. Only two of their side reached double figures—Capt. le Fleming and Capt. Doda. The Rev. E. K. Quick proved their undoing, taking six wickets for 27 runs. The first two wickets fell after four had been run up. Purcell and le Fleming came together for a short while, and when the latter was sent back to the pavilion four wickets had fallen for 18. The fifth fell at 23 and the seventh at 32. Then Doda carried the score to 49. Quinlan, last man in, was bowled for a "duck."

Scores:—  
UNITED SERVICES.  
2nd Innings.  
Lt. Com. Pafford, b Owen Hughes 0  
Lieut. Lindsell, c Owen Hughes, b Quick 0  
Capt. le Fleming, c Pearce, b Quick 15  
Lieut. Lake, c Lammer, b Owen Hughes 4  
Rev. Purcell, b Owen Hughes 1  
Serge. Cockell, c sub., b Quick 8  
Capt. Doda, c Owen Hughes, b Quick 16  
Capt. Howard, b Quick 1  
Lieut. Gregory, not out 4  
Lieut. Beatty, l.b.w. Lammer 0  
Capt. Quinlan, b Quick 0  
Extras 1  
Total 50

Bowling Analysis.  
O. M. R. W.  
Rev. Quick 12.5 2 27 6  
Owen Hughes 9 4 13 3  
E. G. Lammer 3 1 9 1

K.C.C. v. QUEEN'S COLLEGE.  
There was some tall scoring in the all-day match between K.C.C. and Queen's College on the former's ground yesterday. Queen's College had the assistance of A. A. Rumjahn, the University player, who hit up a century in his usual bright style. His association with A. H. Madar, in a first wicket partnership of over 150, was the feature of the innings. The players soon collared the Kowloon bowling. Madar, with 68 to his credit, being the first to go. He was smartly run out in trying to steal a short run. Rumjahn slowed down considerably on nearing the century and just as he had got on the three figure mark he was clean bowled. The innings was closed at fifteen time for 221 runs for eight wickets. Thanks to a century by Wheeler the K.C.C. managed to pass the College total, the score eventually reaching 270 for nine wickets. Wheeler gave several chances, but nevertheless gave a very fine display of hard hitting. Petheram and Dance also made useful contributions to the total. Both Rumjahn and Wheeler were presented with bats for their feats.

Scores:—  
QUEEN'S COLLEGE.  
A. A. Rumjahn, b Spinks 100  
A. H. Madar, run out 68  
S. A. Ismail, b Cochran 14  
S. H. Ismail, run out 14  
S. J. Curran, c Cochran 5  
F. M. Arculli, c Wheeler, b Cochran 14  
M. P. Madar, b Cochran 3  
A. R. Minn, not out 0  
J. C. Fletcher, c Wheeler, b Cochran 0  
Extras 10  
Total (for 8 wks, dec.) 221

S. D. Ismail did not bat.  
Bowling Analysis.  
O. M. R. W.  
T. M. Cochran 16.4 1 50 5  
J. P. Robinson 2 0 19 0  
E. F. Spinks 13 0 65 1  
H. Overy 3 0 36 1  
G. A. V. Hall 2 0 12 0  
H. H. Benson 3 0 28 0  
(Continued on next column.)

The afternoon's race was over a course from the mark at Black Boulder Point, starting W. to E. Lyceumoon Beach, S. Markoub, Quarry Bay, S. at Black Boulder Point, P. Kowloon Rock, P. Channel Rocks, finishing at mark-bout on line B to W.

The following boats were entered:  
Capt. Arthur's *Diana*, Mr. J. H. Pearce's *Argula II*, Capt. A. Taylor's *Glad*, Capt. Davidson's *Adams*, Commodore Grace's *Belinda*, Mr. Rouse's *Urrula*, and Mr. Adams' *Glady's*.

They were placed as follows, the starting gun being at 2.30 p.m.:—  
Finishing Time Collected Time  
1. *Argula* ..... 3.58.59 ..... 3.53.40  
2. *Adams* ..... 4. 9.29 ..... 3.53.52  
3. *Glady's* ..... 4.10.26 ..... 3.54.27

H. H. Benson, b Minn	0	0	28	0
R. Petheram, b Minn	0	0	19	0
F. C. Wheeler, retired	0	0	107	0
J. P. Robinson, c Madar, b Rumjahn	0	0	9	0
R. E. Lindsell, b Arculli	0	0	8	0
B. F. Spinks, c S. D. Ismail, b Curran	0	0	14	0
G. C. Dance, b Curran	0	0	38	0
G. A. V. Hall, c S. A. Ismail, b S. D. Ismail	0	0	17	0
T. M. Cochran, b Rumjahn	0	0	18	0
C. J. Tacchi, not out	0	0	4	0
Extras	0	0	14	0
Total (for 9 wickets)	0	0	270	0

H. Overy did not bat.  
Bowling Analysis.  
O. M. R. W.  
J. S. Curran 16 0 80 2  
A. R. Minn 11 1 57 2  
A. A. Rumjahn 4 0 22 2  
F. M. Arculli 8 1 30 1  
J. C. Fletcher 6 0 43 0  
S. H. Ismail 5 0 34 1

SECOND LEAGUE.  
R.E. v. THE UNIVERSITY.  
This second League match played on Saturday at the University resulted in a win for the University by 14 runs. The University compiled 128 runs, P. E. Choq and M. B. Osman being the highest scorers for their side. The Royal Engineers replied with 84, Townsend making a very useful 44.

Scores:—  
UNIVERSITY.  
B. P. Ng, b Redpath 0  
C. A. Peterson, c Cloughton, b Townsend 5  
P. E. Choq, b Townsend 43  
H. G. Lam, c Butterworth, b Townsend 4  
M. B. Osman, c Middleton, b Townsend 25  
C. W. Lam, c Middleton, b Townsend 0  
D. L. Young Saye, b Redpath 18  
T. L. Cheah, b Townsend 0  
T. O. Yeow, c Butterworth, b Redpath 14  
V. F. Vicanee, run out 5  
A. T. Barma, not out 0  
Extras 9  
Total 128

Bowling Analysis.  
O. M. R. W.  
Redpath 10.4 2 25 3  
Townsend 16 0 71 6  
Middleton 2 0 20 0  
Cloughton 4 1 3 0

R.E.'s.  
S. Sergt. Brown, a and b Yeow 3  
S. Sergt. Redpath, b Yeow 6  
Capt. Wahl, a Cheah, b Peterson 2  
Bt. Major. Hyland, b Yeow 2  
Capt. Chippendale, b Peterson 2  
Col. Butterworth, c Cheah, b Peterson 3  
S. Sergt. Hamblin, b Yeow 0  
C.S.M. Smith, c C. H. Lam, b Peterson 0  
L. Sergt. Townsend, b Peterson 44  
S. Sergt. Middleton, b Peterson 1  
Sergt. Cloughton, not out 11  
Extras 3  
Total 84

Bowling Analysis.  
O. M. R. W.  
Peterson 10 2 28 6  
Yeow 8 0 47 4  
Cheah 1 0 6 0

FOOTBALL.  
CHARITY MATCH.  
ARMY DEFEATS SOUTH CHINA.  
The Army turned out a strong side yesterday afternoon to oppose the South China team on the Garrison ground at Sookunpo. After 15 minutes play Scully opened the score with a high shot, the ball striking the underside of the cross-bar and rebounding into the net. Shortly afterwards Scully scored a second goal, and before the interval Chuan beat Chan So and scored the third goal. Half time: Army, 3; South China, nil.

In the second-half South China had more of the play, and early in this half Chan So messed from a penalty kick, while at the other end Newton scored the Army's fourth goal from a penalty. Shortly after Scully turned the ball into the net from a centre by Williams. Towards the close South China had plenty of chances to score but failed, and the final whistle sounded with the Army 5 goals, South China 0.

AN INTERRUPTED SERMON.  
CHINESE WEDDING CELEBRATIONS.  
NEAR UNION CHURCH.  
That permits to murder sleep and even outrage decency can be obtained in Hongkong is to be inferred from remarks made by Mr. Macdonald on resuming his sermon, interrupted by the uproar of a bridal procession, at Union Church on Sunday evening. From 6 o'clock that morning, he explained, the intermittent noise of cymbals and crackers had been coming from a house in Calder Path, practically next door. Through the good offices of the police he had been able to secure quiet during the hour of morning service, but the day had been made a hard one to get through, and he confessed to feeling considerably out of key. It was difficult to maintain anything of a Sunday in Hongkong anyhow, without permits being granted for disturbing the peace next door even to a place of worship.

The interruption on Sunday evening was caused by the band and other accompaniments of the bride's chair on Kennedy Road which passed the Church. Members of the congregation able to speak Chinese, Dr. R. M. Gibson, Mr. W. J. Carrie and Mr. G. Passmore, went hurriedly to the rescue, and after some little time fair quiet was restored.

## SPORTSWEAR FOR THE HOLIDAYS



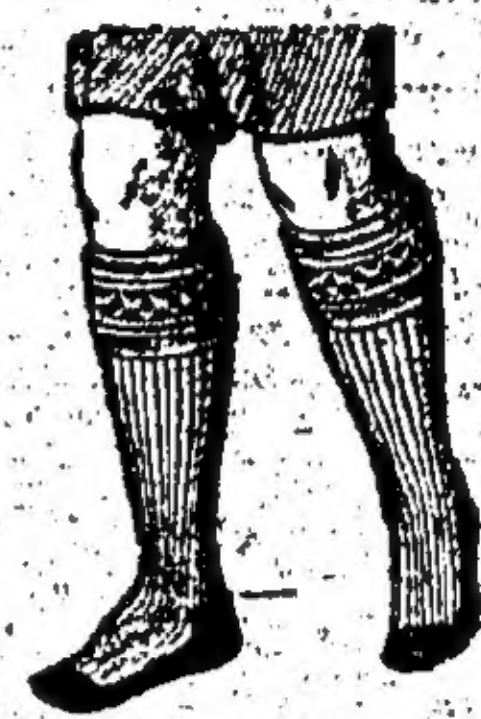
FINE QUALITY WHITE FLANNEL TROUSERS.

LONDON CUT AND TAILORED

\$16.50 PAIR

JAEGER COAT SWEATERS IN PLAIN WHITE OR WITH COLOURED BORDER.

\$20.00 AND \$23.50.



GOLFHOSE AND KHAKI SHORTS.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.  
EST. 1850.  
SHIPCHANDLERY DEPT.  
COMPLETE SHIPS' OUTFITS.  
DECK AND ENGINE ROOM STORES.  
OILS, PAINTS AND VARNISH IMPORTERS.  
ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.  
PACKING AND ASBESTOS GOODS.  
AGENTS FOR DOBBIE MCINNES' NAUTICAL SPECIALTIES.

GILBERT AND SULLIVAN OPERAS ON COLUMBIA RECORDS AT ANDERSON'S  
OPPOSITE WISEMAN'S. TEL. 1232

THE POWELL GENTLEMEN'S TAILORS AND BREECHES MAKERS.  
We have just received a new consignment of HIGH-CLASS SUMMER SUITINGS IN SUBSTANTIAL LIGHT-WEIGHT MATERIALS INCLUDING SMART LINENS, COTTONS AND SILKS. FANCY CASHMERE, WORSTEDS, FLANNELS, SERGES, etc., etc.  
"TAIPO" CLOTH This is a new fabric and the ideal cloth for SUMMER WEAR



## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

## CONSIGNEES per Company's Steamer

"PERSEUS"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 3rd April.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th April, will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 31st April, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st April, 1923. [649]

## DISS BROS.

NOTICE IS HEREBY GIVEN that I have THIS DAY Sold to MACKINTOSH & CO., LTD., the Stock-in-Trade and Goodwill of the Business hitherto carried on by me under the style of DISS BROS., at Alexandra Building, Victoria, Hongkong, Tailors.  
All Claims and Accounts unsettled up to this Date will be paid and discharged by me. Dated the 2nd day of April, 1923. [643] A. C. DISS.

## MACKINTOSH &amp; CO., LTD.

NOTICE IS HEREBY GIVEN that We have FROM THE DATE hereof Acquired the Stock-in-Trade and Goodwill of the Business hitherto carried on by ARTHUR C. DISS under the style of "DISS BROS." at Alexandra Building, Victoria, Hongkong, Tailors; and We intend to carry on such Business in our Tailoring Department.  
All Claims and Accounts unsettled up to this Date will be paid and discharged by the said ARTHUR C. DISS.  
Dated the 2nd day of April, 1923.  
MACKINTOSH & CO., LTD.  
F. A. MACKINTOSH,  
Managing Director. [644]

## THE HONGKONG JOCKEY CLUB.

THE FIRST GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th April, commencing 3 p.m.  
The Charge for Admission to the Public Enclosure will be \$1.00.  
Soldiers and Sailors in Uniform Half Price.  
Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.  
Each Member has the right of introducing 2 non-members to the Members' Enclosure. Tickets for whom can be obtained from the Secretary at \$5.00 each up to Friday, 6th April. The Stewards invite the ladies of Hongkong to be present. [635]

## S.S. "LIEUTENANT ST. LOUBERT BIE."

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Friday, the 6th April, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 9th April, 1923, or they will not be recognized.  
All damaged packages will be examined on Friday, the 6th April, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSSEL,  
Actg. Agent.  
Hongkong, 31st March, 1923. [646]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

## FROM NEW YORK.

CONSIGNEES per Company's Steamer "BELLROPERON"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st March.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.  
No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th April, will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 30th April, or they will not be recognized.  
No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 31st March, 1923. [645]

## INTIMATIONS

G. R.  
NOTICE.

IT IS HEREBY NOTIFIED that on and after WEDNESDAY, the 4th APRIL, THE SUPPLY OF WATER TO ALL DISTRICTS IN KOWLOON will be turned on in the PUBLIC MAINS during the following hours only—  
8 A.M. to 11 A.M.  
and  
4 P.M. to 6 P.M.

The co-operation of the Public in reducing the consumption to a minimum is requested.  
T. L. PERKINS,  
Water Authority.  
Public Works Department,  
Hongkong, 29th March, 1923. [641]

## NOTICE.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD. beg to announce that Departments for the Sale of FRESH FISH, FRUITS AND VEGETABLES will be opened at the PEAK HOTEL STORE on TUESDAY, 3rd APRIL, from which date the following may be procured—  
Bread, Cakes, etc., Messrs. CAPE WHISKY, Provisional, etc., Messrs. LANE CRYSTAL, LTD., Dairy Products, etc., THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.  
Butcher Meats, etc., etc.  
Fresh Fish, etc., etc.  
Fruits and Vegetables, etc., etc.  
Ice, etc., etc.

Ice obtained at this Store will be charged at the rate of 1½ cents per lb. other prices remain as usual.  
It is hoped that all residents of the Peak Districts will avail themselves of this Store.  
Hongkong, 27th March, 1923. [621]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 11th APRIL, 1923, commencing at 3 P.M., at their Sales Room, Duddell Street.

## ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.  
(Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., Ltd., or the Undersigned).  
Terms—50% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.  
LAMBERT BROTHERS,  
Auctioneers. [529]

## PARTICULARS

of  
VALUABLE LEASEHOLD PROPERTY  
Situate  
No. 13, WING KING STREET,  
VICTORIA, HONGKONG.  
To be Sold by Order of the Mortgagee  
By  
PUBLIC AUCTION,  
IN ONE LOT  
On  
MONDAY,  
The 14th Day of MAY, 1923, at 3 o'clock P.M.  
By  
Messrs. LAMBERT BROTHERS  
At Their Office, Duddell Street.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the meadows erections or buildings thereon now known as No. 13, Wing King Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from  
Messrs. HASTINGS & HASTINGS,  
Solicitors,  
8, Des Vaux Road Central,  
and  
Messrs. LAMBERT BROTHERS  
Auctioneers. [1297]

## TO LET.

FROM about APRIL 1st, Two OFFICES  
Rental and One Small ROOM. Moderate.  
Apply Box No 611,  
c/o Daily Press Office. [607]

## TO LET.

OFFICES IN UNION BUILDING—Four  
Rooms on Fifth Floor.  
Apply  
UNION INSURANCE SOCIETY  
OF CANTON, LTD. [169]

## TO LET.

TWO OFFICE ROOMS, Top Floor, 6  
Queen's Road Central.  
Apply  
GANDE, PRICE & CO., LTD. [200]

## TO LET.

UNFURNISHED, No. 144A, THE PEAK  
near the Barker Road Tram Station—3  
Rooms for 6 Months, \$150 Per Month.  
For particulars apply to  
DENISON RAM & GIBBS. [355]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover, "S.M." WORKS, Beadon-square (H.P.), Calcutta (India). [106]

## NOTICES TO CONSIGNEES

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID, SUEZ AND STRAITS.

## THE M.V. "GLENARIFFE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 3rd April, 1923, at 4 p.m., will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 3rd April, 1923, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd., Agents.  
Hongkong, 26th March, 1923. [627]

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE S.S. "SLAVIC PRINCE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 3rd April, 1923, at 10 a.m.  
All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.  
No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, will be subject to rent.  
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by FURNES (FAR EAST), LTD., Agents, 21, George Building.  
Hongkong, 26th March, 1923. [615]

## S.S. "PAUL LECAT."

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from Marseilles, etc., also Cargo ex S.S. "VILLE DA METZ" from Bordeaux and Havre, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 3rd April, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 8th April, or they will not be recognized.  
All damaged packages will be examined on Tuesday, the 3rd April, 1923, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSSEL,  
Acting Agent.  
Hongkong, 26th March, 1923. [639]

## VISITORS TO CANTON

## Should Purchase

## BY THE PEARL RIVER

## BY

## CAPTAIN C. V. LLOYD

## With Illustrations, Maps and Flags.

## PRICE... .. \$1.75.

## On Sale at

Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH, LTD.  
Canton: Messrs. A. S. WATSON & Co.

## KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment floats in a groove of any prescription in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form, are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central—ADVT.

## INTIMATION

JOHN DEWAR  
& SONS, LTD.  
PERTH, SCOTLAND.

By Royal Appointment  
to His Majesty  
The King.

"WHITE LABEL"  
FINEST  
SCOTCH WHISKY  
OF GREAT AGE.

AWARDED 50 GOLD AND  
PRIZE MEDALS.

THE VICTORIA VAT  
The very finest old  
SCOTCH WHISKY.

As supplied to the Houses of  
Lords and Commons.

## SOLE AGENTS—

A. S. WATSON &  
CO., LTD.

Wine & Spirit Merchants.

PHONE 616

## BIRTH.

ROBINSON.—At Sharnbrook, Essex, on February 23rd, wife of G. A. ROBINSON, late of Hongkong, a son.

## MARRIAGE.

ROLES.—At Shanghai, Margaret, relict of the late Capt. George ROLES and eldest beloved daughter of William Quincy, Aged 47.  
SKOTTOWE.—At Adelaide, on February 19th, ARTHUR BELLENGER SKOTTOWE, of E.E.A. and C. Telegraph Co., Ltd., in his 56th year.

## DEATHS.

INGRAM.—At Shanghai, Margaret, relict of the late Capt. George INGRAM and eldest beloved daughter of William Quincy, Aged 47.  
SKOTTOWE.—At Adelaide, on February 19th, ARTHUR BELLENGER SKOTTOWE, of E.E.A. and C. Telegraph Co., Ltd., in his 56th year.

HONGKONG OFFICE: 104, DES VAUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 3RD, 1923.

## THE BRITISH TAXPAYER AND MESOPOTAMIA.

There was an interesting debate in the House of Commons recently on the subject of Great Britain's commitments in Mesopotamia. In the military operations in Mesopotamia during the war as many as 839,000 troops were at one time involved in the fulfilment of a pledge to free the country from Ottoman domination and to set up an autonomous Arab State. That pledge has been carried out, but it has come as a shock to the British taxpayer to learn that in three years since the Armistice no less than £147,000,000 has been spent there, and the Estimates provide for another £11,176,000 to be spent there during the ensuing year. Mr. Asquith declared in the course of the debate that "a worse investment of British money has in our time never been made" and instead of the promised reductions of expenditure the House had been asked to vote a supplementary estimate for railways and other works "which looked like preparations for a continued stay." Mr. Asquith contended, as did several other speakers,

that the British Government, having fulfilled the pledge it gave, ought not to undertake any additional commitments of any sort or kind for the future of Mesopotamia. It would be a profound satisfaction to the House and the country, Mr. Asquith said, if the Government were to give the assurance that this enterprise was being wound up once for all, and that their policy in future would be—disavowed advocating anything in the nature of premature or ill-considered retirement—upon the lines of cutting us completely clear of all our obligations and responsibilities in that part of the world. But the debate failed to extract a declaration of policy from the Government. Mr. BONAR LAW took the line that the future of Mesopotamia, so far as Great Britain is concerned, is linked with the treaty with Turkey negotiated at Lausanne, and, as the decision of Angora with respect to that treaty was not then known, the PREMIER considered it would be injudicious for the Government to disclose its intentions. The fate of that Treaty still remains in the balance, though from the outline given in the cables to-day of the counter-proposals made by the Allies to Turkey, it may reasonably be hoped that Turkey's signature to the Treaty will not be long delayed. Mr. BONAR LAW's statement on the subject is said to have left an "impression" on the House that at an early date Great Britain's commitments in Mesopotamia would come to an end. Mr. BONAR LAW said the Government had an open mind on the subject, and were "carefully considering" it. "We have got to consider," he said, "before we come to a decision what the obligations are, and not in what way, with the least discredit to Great Britain, it is possible to take our departure." One thing Mr. BONAR LAW did was to definitely repudiate the charge that the interest which keeps a British Army in Mesopotamia is an oil interest. "There is no question of oil, and never has been," he said. "The obligations that bind us are the obligations to the people in that country." The PREMIER's declarations would seem to point to the conclusion that if these obligations are seen to be adequately protected by the final form of the Lausanne Treaty the Government will be prepared to gradually wind up the Mesopotamia enterprise, or at least, to greatly reduce its extent. In this connection it is to be observed that the Treaty made with King FEISAL binds Great Britain for twenty years and commits us to provide an armed force for the defence of Mesopotamia. That Treaty, however, has yet to be ratified by the House of Commons. The fact that Mr. LAMBERT's amendment calling for an immediate drastic curtailment of British responsibilities in Mesopotamia found 167 supporters in the House after such a plea as Mr. BONAR LAW made for its withdrawal suggests that greater support for it is likely to be found after the Lausanne Treaty has been signed, when the Treaty with King FEISAL will come up for ratification.

Colonel Gordon, C.M.G., D.S.O., the new Commandant of the Shanghai Volunteer Corps, assumed duty last week.  
Mr. Katsunoburo Sasaki, Third Secretary to the Japanese Embassy in London has been appointed Consul at Ancoy, and will leave London shortly for his new post.  
The Canadian Government has granted permission to the Canadian-Macroe Co., to establish a wireless station at Vancouver with a range of seven thousand miles for the purpose of maintaining communication between Australia, Japan and Montreal.  
In order to incur positive inoculation against typhoid and para-typhoid, the Philippine Health Service is requesting persons who have been vaccinated with anti-typhoid serum to take two more vaccinations. It says that one injection does not afford strong resistance against the diseases.  
The Easter holiday in Hongkong has been favoured with exceptionally fine weather—very different from what it was this time last year when H.R.H. the Prince of Wales visited the Colony. The large tourist party on the *Namania* must not find themselves particularly fortunate to find the atmosphere dry, if warm. But the absence of rain is evidently beginning to cause the Water Authority anxiety. Since October not more than an inch of rain has fallen in the Colony.

"Ocean Building" Holt's new offices at Singapore was formally opened last week. It is described as an imposing five-story structure, and as "the handsomest building in the town." The *Straits Times* says: "It is in keeping with the ramifications and traditions of the great British shipping firm, to whose enterprise its construction in this city is due. It is also a sign of the faith that Messrs. Alfred Holt & Co., repose in Eastern trade, and finally it stands as a compliment that the firm has paid to this city." The building was designed by Mr. Somers H. Ellis.

CORRESPONDENCE  
THE HOUSING PROBLEM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—The Housing Problem in Hongkong is, I submit, not so much a problem of sites and finance as of organisation. Any scheme which aims at making individuals the owners of their houses is bound to bring only a temporary relief. Even if a hundred families are settled comfortably on an estate and each comes to own the house it occupies, chance and the ebb and flow of population peculiar to Hongkong will cause those houses to come on the market. Owners will be tempted by a high dollar or a high price, or by the need for a quick sale, to part with their houses to undesirable neighbours, or speculative landlords, and the whole trouble will recur.

At Ealing and elsewhere the housing problem has been met by forming a Co-operative Housing Society (not to be confused with the ordinary Building Society). There, half-a-dozen people in need of houses met and agreed to co-operate in building, and in owning, their houses. This Government provided them with cheap capital, and they remain to-day a pretty little suburb with a very happy social life and an extraordinarily strong financial position. These tenant-members will never own their houses individually, but why should they wish to do so? They are, in their joint capacity, their own landlords. They pay rent to themselves as a society, and when they have repaid the loan they can take their choice between still lower rents, higher dividends, or a reserve fund for future expansion.

Here in Hongkong people need houses to rent at a figure which will be permanently reasonable; and they want to be sure that their neighbours will be and continue to be of like tastes with themselves. By forming themselves into such a society they can secure themselves for ever against profiteering in rents and can control absolutely the type of tenant-member with whom they will associate. In case any of your readers are interested I give from memory a brief account of the formation of one of them in England as it was managed before 1914.

## STEPS IN THE FORMATION OF A CO-OPERATIVE HOUSING SOCIETY.

- 1.—A small group of acquaintances meet and elect a Secretary and other officers.
- 2.—These seek for suitable additional members.
- 3.—Rules are drafted on a model supplied by the Registrar of Friendly Societies, with suitable local variations.
- 4.—These rules are submitted to the Registrar, who states whether he objects to any of them.
- 5.—If there is no objection, the Society is registered and the rules become binding.
- 6.—Members commence to subscribe share capital in small instalments.
- 7.—Loan Capital at a fixed rate of interest is sought from other Societies, or from employers interested in the housing of their employees.
- 8.—The Government is approached for a loan under certain Acts.
- 9.—Plans are drawn up, the tenant-members, their wives and the architect consulting.
- 10.—These plans are approved by the Board of Works.
- 11.—On approval, the Government loan is made available in instalments as the work proceeds.
- 12.—The houses are allotted to members, who commence to pay rents to their committee and officers.

## THE MOST IMPORTANT PROVISIONS OF THE RULES RELATE TO CAPITAL.

SHARE CAPITAL.—Every member has to own a minimum of share capital, generally small and payable in monthly instalments. Share capital is not freely transferable; the consent of the Committee is required.

LOAN CAPITAL.—Central associations or others interested in housing take up Loan Capital. The rate used to be 6 per cent. on such capital. These shares do not carry voting power, but are freely transferable.

GOVERNMENT LOAN.—This is made at a very low rate of interest and is repaid in the course of thirty or forty years. It is secured on the whole of the Society's property.

As in all co-operative Societies, every member has one vote and only one, irrespective of his holding of shares.

When a member wishes to leave the locality, he transfers his share capital to the incoming tenant, if the Committee approves. If not, he can convert his share capital into loan capital and keep or transfer that as he sees fit. In this way his mobility is assured.

I do not know whether the war has materially altered these conditions, but further information is easily obtainable.

If people would form themselves into co-operative groups on these lines and approach the Government I have no doubt they would be sympathetically treated both as to finance and sites.—I am, Yours faithfully,

W. J. H.  
March 29th, 1923.



## CABLES.

LATEST CABLES.  
[THROUGH ROUTE'S AGENCY.]WIRELESS WORLD CHAIN.  
HUGE MARCONI SCHEME FOR  
COMMERCIAL PURPOSES.

London, April 1st.  
Mr. Godfrey C. Isaacs (Managing Director of Marconi's Wireless Telegraph Co., Ltd.) stated that he is only awaiting the issue of a licence by the Government to begin immediately the erection, in England, of the first of a series of powerful Marconi transmitting stations, forming a world chain for purposes of rapid commercial wireless.

The telegraph station will really be a group of six stations, involving a capital expenditure of from two to three millions sterling. Each of the six stations will be able to communicate simultaneously with six different parts of the world. Yet, if there is a rush of messages to any one centre, any or all the remaining stations can be turned on to relieve the pressure. This is expected to be most valuable commercially, as the geographical distribution of the big centres will be such that their rush hours will not occur simultaneously. The six stations, it is estimated, will have a total minimum transmitting capacity of 35,000 to 40,000 words per hour.

The English station will be ultimately linked up with ten other stations, to be situated in South Africa, Australia, Montreal, Vancouver, India, Buenos Aires, Rio de Janeiro, Pernambuco, Peking and Tokio. It is hoped that the English station will operate within a year.

A WONDER DIRIGIBLE.  
CAPABLE OF CARRYING TWELVE  
AEROPLANES.

New York, April 1st.  
A wonder dirigible is expected to be ready in September. It will be capable of carrying twelve aeroplanes, which it can release for bombing excursions, and collect again by means of huge hooks. The dirigible will be inflated with helium gas, and will thus be fireproof.

INDIAN MILL STRIKE  
OWING TO REDUCTION IN  
WAGES.

Bombay, April 1st.  
A majority of the 55,000 mill-hands employed at Ahmedabad have struck, owing to a reduction in wages. A long struggle is expected.

WELSH INDUSTRIAL TROUBLE  
RHONDDA MINERS OUT ON  
STRIKE

London, April 1st.  
Forty-six thousand miners at Rhondda are striking to-day on a non-unionist question.

THE RUHR.  
GERMAN CHANCELLOR EXPRESSES  
HIS HORROR.

Berlin, April 1st.  
Following the incident at Krupp's, Herr Ebert has telegraphed to the proprietor and management of Krupp's, expressing horror at the "monstrous blood-bath" which the French military authorities wrought among the peaceful and defenceless workmen.

The Chancellor also telegraphed, emphasising that the workmen were protesting peacefully.

HARBOR CABLES.  
FOUR KRUPPS MANAGERS  
ARRESTED.

Paris, April 1st.  
A message from Duesseeldorf states that four of Krupp's managers have been arrested and charged with inciting the workers to sound the sirens at Essen yesterday.

COMMUNISTS AT ROUBAIX.  
SERIOUS CONFLICT WITH THE  
POLICE.

Roubaix, April 1st.  
Thirty were injured in an encounter between the police and Communists. The latter were attempting to interrupt a Franco-Belgian trade union meeting addressed by M. Vandervelde.

MOTOR ACCIDENT IN  
FRANCE.

JAPANESE PRINCE KILLED.

Bernay, April 1st.  
A motor-car on the Paris-Bernay road, containing Prince Kitashirakawa, (brother-in-law of the Emperor of Japan), Prince Asaka, Princess Kitashirakawa, and a lady-in-waiting, struck a tree near Bernay. Prince Kitashirakawa and the chauffeur were killed, and the others seriously hurt, and sent into hospital at Bernay.

## PARTICULARS OF THE ACCIDENT.

Paris, April 1st.  
Le Matin's account of the motor accident says that Prince Kitashirakawa had taken the steering wheel, with the chauffeur beside him. The others were seated behind. Two kilometres from the bridge spanning the river at Phiberville, the chauffeur, looking at the speedometer, announced that the car was speeding at the rate of 150 kilometres an hour. Just then another car appeared in front, going in the same direction, when the Prince, without slackening speed, turned the steering wheel to the left, probably too shortly, and lost control of the heavy car, which crashed into one of the stout trees bordering the road. The bonnet of the car was shattered, and the car turned turtle, pinning the occupants beneath it.

The Parisian who occupied the other machine stopped, and hurried to the scene of the accident. Other cars were soon on the spot, and the victims were extricated.

The French lady-in-waiting is merely suffering from a fracture of the right knee, but the chauffeur was killed on the spot.

Prince Kitashirakawa, whose face was terribly mutilated, had his legs broken in several places, and died within a few minutes.

Princess Kitashirakawa is unconscious, with a deep wound in the head and her left leg broken. She is in a most critical condition.

Prince Asaka sustained several wounds on the face, also a fractured jaw and a broken thigh.

The Japanese Ambassador has telegraphed the news to the Emperor of Japan.

THE ALLIES' REPLY TO  
TURKEY.RESUMPTION OF NEGOTIATIONS  
SUGGESTED.

London, April 1st.  
The Allied reply to the Turkish counter-proposal suggests a prompt resumption of the negotiations begun at Lausanne and accepts in principle the proposal to re-draft the clauses relating to the Capitulations with a view to securing recognition by Turkey of the benefit of reciprocity as far as practicable. It refuses Turkey's request to remove the economic clauses from the Treaty, but expresses the opinion that agreement on this point could be reached by mutual concessions.

The reply declares that the Allies have invited their nationals who acquired interests in Turkey to enter into negotiations directly with the Turkish Government. In the event of these negotiations resulting successfully, the Allies will not insist on the insertion in the Treaty of their previous detailed provisions regarding this matter. They express the conviction that with equal good will on both sides, peace can be concluded without difficulty.

The death has taken place at Teignmouth, Devon, of the widow of Sir John Pope-Hennessy, who was Governor of Hongkong in the late seventies of last century. The deceased was the daughter of the late Sir Hugh Low, and was born at Laburnum seventy-two years ago. She had one son by Sir John Pope-Hennessy.

Reports on medical inspection of pupils in the schools of Manila show that of 53,000 children examined during the period from January 1st to December 31st, 1922, 34,260 or 64 per cent. of the total number, were found suffering from bodily defects of various sorts, the most common being eye infections, tinea, dental caries, defective hearing, bronchitis and tuberculosis.

As times goes on, remarks a Northern contemporary, Chinese birthday celebrations become more and more interesting. The latest birthday to call for notice is that of Marshal Tuan Chi-wei who declined to accept any presents on the occasion. Marshal Tuan, as it happens, is at present devoting his time to a study of Buddhism, and to mark the occasion he gave a vegetarian dinner to which, in addition to his friends, he invited a number of Buddhist priests.

A London contemporary remarks (as we ourselves have done) that it is curious whenever the British Naval Commander-in-Chief of the China Station is mentioned, he is always referred to as Vice-Admiral. Sir Arthur Leveson, Sir Arthur is a full Admiral, having reached that rank just before he took over the Station from Sir Alex. Duff, who was himself a full Admiral. It may be that tradition carries on from the fact that through a long line of Commanders-in-Chief on the China Station they were always Vice-Admirals.

The King held an investiture at Buckingham Palace on February 22nd, and amongst those upon whom honours were conferred was Sir Ernest Gaunt, who was made a Knight Commander of the Most Excellent Order of the British Empire, Military Division. Sir Ernest joined the Navy in 1878. Amongst the many important positions which he has held is that of First Commissioner for Weihai-Wei. He was first Administrator of Liu-kung-tao from 1899 to 1903. He was also Commissioner and Superintendent of Transport Officer at Weihai-Wei. He received the thanks of the Austrian and German Commanders-in-Chief for his services during the Boxer outbreak.

FAR EASTERN CABLE  
NEWS.

[THROUGH ROUTE'S AGENCY.]

WU PEI YU'S SUPPORTERS GAINING  
GROUND.

PEKING, April 1st.

It is semi-officially stated that General Shen Hung Ying has wired to General Wu Pei Yu requesting the latter to ask the Government to cancel his appointment as Tuli of Kwangtung.

It is reported from Szechuan that General Wu Pei Yu's supporters are still gaining ground. One brigade of General Tan Mou Hsin's troops was surrounded, and defeated, and eventually dispersed at Chukiangshien.

One of General Liu Chen Huan's brigades has been defeated at Laiyang. The casualties in these two brigades are reported to be 300 killed and 1,000 wounded.

A later report says that the defeated generals sent reinforcements, and re-established their fronts.

BANQUE INDUSTRIELLE  
DE CHINE.

## PROVISION FOR CREDITORS.

M. G. A. Carrere, formerly manager of the Chinese branches of the Banque Russo-Asiatique and later with the Guaranty Trust Company of New York, has been appointed manager of the Societe de Garantie, a limited liability company formed on October 3rd, 1922, under French Law and entirely distinct from the Banque Industrielle de Chine. M. Carrere is now in Singapore and has furnished The Singapore Free Press, with a long statement from which we extract the following:—

## FAR EASTERN CREDITORS ARE FAVOURED.

The Law does not allow the B. I. de C. to give a preferential treatment to certain creditors and the scheme outlined above has been made accordingly. But the French Government for national reasons and the Chinese Government, shareholders of the B. I. de C. have expressed their willingness to grant special advantages to the Far Eastern creditors of the B. I. de C. The definition of these Far Eastern creditors is very wide and includes all the Singapore ordinary creditors. The French Government has agreed accordingly to assign to such Far Eastern creditors, all its rights in certain annuities in gold which the Chinese Government has to make on account of the Boxer indemnity. These rights will be represented by U.S. bonds issued to bearer, and redeemable within 23 years. These bonds bearing interest at the rate of 5 per cent. per annum beginning January, 1923.

The Far Eastern creditors will have the option of surrendering their "Dividend Certificates in France" bearing no interest, and receiving in exchange a corresponding amount of U.S. bonds bearing interest at 5 per cent. Such exchange is to be made at the rate of 1 U.S. for Frs. 12.925 ruling on July 26th, 1921.

For instance, a Singapore creditor for \$1,000, admitted for Frs. 522.50; will have the option of claiming U.S. bonds for a face value of U.S. 40.42.

The appreciation of the rate since 1921 is responsible for the difference between above figure of U.S. 40.42 and the present rate of U.S. 55 about.

Of course, the delivery of U.S. bonds to creditors will settle entirely all their claims against the B. I. de C., such claims being automatically transferred to the French Government, who will dispose of the same in conformity with special arrangements made with the Chinese Government.

M. Carrere adds that, at the request of the Chinese Government, a group of French Banks has agreed to purchase at par from the small creditors, the bonds which they are entitled to receive. He cannot say at present up to what amount these creditors will be included in the "small creditors," but in any case the limit will not be under Frs. 1,000.

NEW PENANG-COLOMBO  
CABLE.

The laying of the new cable between Colombo and Penang has now been completed, reports the Penang Gazette of March 16th. The cable is a high speed one, similar in type to the cable which was laid to Penang some 10 years ago, and contains 630 lbs. of copper to the knot. The *Colonia*, which, by the way, is the largest cable laying ship afloat, put to sea from Colombo at 1 p.m. on March 2nd, and arrived at her marks off Penang about 3 days later, after laying approximately 1,270 miles of cable at a speed slightly under 7 knots. The cable at the deepest point is lying in three miles of water. It is the second direct cable connecting Penang with Colombo. Besides the new cable, there are extensive alterations and additions in the course of preparation in Penang all tending to improve the cable connection with the outside world. New and up to date instrument rooms and offices are being added to the buildings of the Eastern Extension Telegraph Co., in Northern Road, and a submarine cable is being laid out towards Tanjong Bungah, for use in connection with the new improvements. These will take some little time to complete as they have only recently been commenced. On their completion, Penang will have a cable service which in proportion to the demands made upon it, will be equal to any. The *Colonia* has departed for London.

THE "SAMARIA" TOURISTS.  
A FIVE DAYS' STAY IN  
HONGKONG.

HONGKONG.

The Cunard liner *Samaria*, a sister ship to the *Cunarder Lancia*, arrived in the Harbour from Manila yesterday morning with nearly 350 tourists aboard travelling round the World under the guidance of Messrs. Thos. Cook and Son. The *Samaria* is probably the last of the great tourist ships to come to the Colony before the next cool season. The *Colonia*, it will be remembered, left New York, and came round the World via Japan and Shanghai, proceeding to Europe through the Suez Canal and the Mediterranean. The *Samaria* on the other hand, left New York and is proceeding round the World in the opposite direction. As a result the two vessels passed each other just outside of Bombay, to the accompaniment of a good deal of cheering from both ships.

The *Samaria* is berthed at the Kowloon wharves, and it is interesting to compare her with the *Empress of Canada* lying on the other side of the same pier. The last named boat with her three buff funnels and 23,000 gross tonnage looks no larger than the *Samaria* with her one huge red funnel and gross tonnage of 20,000. The *Samaria's* upper works are considerably higher than those of the *Empress of Canada*, and the *Cunard* liner herself is almost as long.

From the passengers' point of view the *Cunarder* is almost the last word in comfort. The membership of the cruise has been strictly limited to 400 passengers, in spite of the fact that she is capable of carrying 2,000. This enables two berth cabins to be used as single cabins, and four berths to be used as double cabins, so that there is no overcrowding. The recreational arrangements are remarkably complete, and a stroll around the vessel renders the idea of "the tedium of a long sea voyage" farcical. Lectures on the different ports are given the night before arrival, concerts are held, and the usual round of social pleasures are carried out with enthusiasm. The weather too, has been perfect all the way out with the exception of the night before arrival in Hongkong. Very nasty seas were struck just outside, and for the first time during the whole trip the vessel rolled and a certain composure was affected in the catering department.

The *Samaria* is one of the largest vessels to pass through the Suez Canal. She leaves Hongkong on Friday night.

MOTOR CYCLIST INJURED.  
COLLIDES WITH 'BUS IN NATHAN  
ROAD.

Second-Class Petty Officer E. Ball, of the H.M.S. *Troquois* was seriously injured as the result of a collision between public motor-bus, No. 520, and motor-cycle, No. 70 which he was riding. The collision occurred at 6 p.m. on Saturday at the junction of Nathan Road and Market Street, Yaumati. The two vehicles were travelling in opposite directions when the cyclist accidentally swerved and ran into the 'bus. He was thrown violently to the ground fortunately clear of the wheels of the 'bus. The unfortunate man was removed to the Kwong Wah Hospital where first aid was rendered by Dr. Ip Kam-wah. In addition to a deep wound on the right thigh, Ball's thigh bone was broken. Later in the evening he was removed to the Naval Hospital at Wan-chai.

## AN ACCIDENT AT WANCHAI.

A Chinese widow named Chou Kim of No. 31, McGregor Street, was knocked down by a motor-car No. 54, near the Wanchai Fire Station on Saturday afternoon. The woman was injured about the legs and had to be removed to the Government Civil Hospital. The motor-car is owned by Mr. C. H. Rowe, of No. 38, Des Vaux Road, Central and was driven by a licensed driver.

JAPANESE GUNBOAT LAUNCH-  
ED AT HANKOW.

## FOR RIVER PATROL PURPOSES.

The Japanese gunboat *Hira* was launched this morning. The *Hira* is one of two sister ships built by the Mitsubishi Zosen Kaisha and put together by the Yangtze Engineering and Shipbuilding Works. The vessel is intended for river patrol purposes. The dimensions of the ship are 180 feet and 27 feet. This is the first gunboat built by Chinese labour for a foreign Power. The launching took place in the presence of a very large number of foreign and Chinese officials. The Japanese Vice-Consul officiating.

## WORLD THEATRE.

Commencing to-morrow (Wednesday), the "Atlantide," a superb film in twelve parts, will be shown on the screen of the World Theatre. It is a marvellous picturisation of Pierre Besola's famous novel "The Queen of the Atlantic." The beautiful actress, Napierkova, is playing the part of "Antina, the mysterious." The Queen of an impenetrable fortress in the middle of the great Sahara desert. Two French officers are lured to her wonder-palace, and one of them falls under her spell. In his weakness he kills his friend, who spurned Antina's love. It is a strange and unusual story, and extremely unusual surroundings, and in short, it is a masterpiece that should not be missed.

WEEK-END FIRES.  
MANY GRASS FIRES.

HONGKONG.

The week-end was noteworthy for the large number of grass fires which occurred in various parts of the Colony, principally on the Island of Hongkong. The largest of these occurred between Victoria Gap and the Pokfulam Police Station. The blaze commenced on Saturday and spread rapidly, destroying a number of young trees on the hillside. Police and coolies were sent out from No. 7 Police Station (Western Division) to cope with the conflagration. The flames covered an extensive area and considerable difficulty was experienced in getting them under control.

In this connection a report has been made to the police by a gentleman that he saw two British soldiers setting fire to the undergrowth close to the roadside, near Pokfulam.

Grass fires were also reported to have occurred on the hillside to the east of Aberdeen on the hills above Shaikwan, and on the islands of Apichan and Cheung Chau.

## BLAZE AT YAU MATI.

A timber shed at the junction of Canton and Jordan Roads, Yaumati, caught fire on Saturday afternoon. Engines from the Kowloon Fire Station were sent to the scene. Owing to the inflammable nature of the roofing material, dried palm leaves, assisted by a strong wind the flames spread rapidly. The two fire-engines were sent for and these took up positions against the shed wall at the bottom of Jordan Road and hoses were run along Jordan Road from the sea-front to the blazing shed. The Brigade was unable to save the shed and its contents, but they prevented the blaze spreading to adjoining property. The contents of the shed, comprising a large quantity of preserved ginger, were seriously damaged by fire and water. A quantity of timber stored outside the shed was destroyed. A conservative estimate of the damage done has been given as \$10,000.

JUNK PIRACY.  
A TWO HOURS' BATTLE: FOUR  
PERSONS KILLED.

The piracy of a Shaikwan junk has been reported to the police. The master of the junk tells a thrilling tale of the fight that ensued between the pirates and the crew of his vessel. Rifle shots were exchanged at fairly close quarters which resulted in two of the pirates being killed, whilst the steersman of the cargo junk and a little girl were killed.

The junk was on its way from Kap Shuk at Canton with a valuable cargo on board. About fifteen minutes on March 25th they sighted a three-masted Hoko junk, making in their direction. The crew challenged the stranger and in reply a fusillade of shots were fired, which clearly showed that its intention was piracy. The Hoko was hoisted and a running fight ensued which lasted about two hours, the members of the crew of the cargo junk being well supplied with arms and ammunition. The pirates numbered about 50 and during the fight a little girl aged 13 years and the steersman were shot dead. A woman was also wounded in the shoulder. Seeing that it was hopeless to escape from the pirates the master of the cargo boat decided to surrender and he allowed the pirate junk to draw alongside and about 40 men, all armed to the teeth, jumped on board. They ransacked the boat, and removed the cargo, personal effects and the arms of the crew. The pirates sailed away in the direction of the Fan Lo Kong after throwing the bodies of the steersman and the little girl overboard. The loss sustained by the cargo boat is estimated at \$3,000. The bodies of two of the pirates were noticed lying dead on the deck of the Hoko boat, whilst she was lying alongside the cargo boat.

THE KOWLOON POISONING  
CASE.BOWLING GREEN GARDENER  
CHARGED WITH MAN-  
SLAUGHTER.

After several formal re-hearings the case was opened at the Magistrate's yesterday morning in which a Chinese, lately employed at the Kowloon Bowling Green as a gardener, is charged before Mr. J. E. Wood with having caused the death of a young Chinese prostitute by giving to her certain pills, which are alleged to have contained poison.

Dr. W. B. A. Moore, Medical Officer in charge of Kowloon, said that on March 17th he made a post mortem examination of the body of the deceased girl. He had previously seen the girl at the Kwong Wah Hospital several times, between the 10th and the 16th March. He advised Dr. Ip Kam-wah, in charge of the Kwong Wah Hospital, as to treatment. He came to the conclusion that the girl was suffering from mercurial poisoning. At the post mortem examination he had certain organs removed from the body and these he sent to the Government analyst. On the analyst's report he certified the cause of death to have been from mercurial poisoning. When he examined the girl in hospital on March 10th symptoms of the poisoning were acute, as if the girl had taken several doses recently. Mercury taken internally was a recognizable remedy for the ailment from which the girl was suffering, but it was usually administered with a mixture of chalk. Witness was at first of the opinion that the girl would recover.

Corroborative evidence was given by Dr. Ip Kam-wah, who said that the woman was admitted to hospital on March 10th. She died on the morning of March 16th. On the advice of Dr. Moore he treated her for mercurial poisoning. The case was then adjourned to Thursday afternoon.

"THE MINERS' POET."  
HIS MAIDEN SPEECH IN  
THE COMMONS.

THE COMMONS.

In the midst of a somewhat dull and very confused discussion on unemployment and reparations and the League of Nations in the House of Commons on February 15th, there suddenly intervened the voice of a poet. The Speaker had called on Mr. James Welsh, and a tall, slight figure remained standing at the call. He began his maiden speech nervously, but after the first few sentences he took courage, and went on to charm the House of Commons with the most poetical speech it has heard for many a long year. And who has better right to speak poetically than a poet? Mr. Welsh is a miners' agent, but he enjoys the fame in Lancashire of being "The Miners' Poet," as well as being the author of a lurid, powerful novel describing life in a mining village.

Lord Eustace Percy had just said that the attitude of the Labour party often reminded him of the man in Bunyan "who looked ever downward with a muckrake in his hand." To which Mr. Welsh replied that his party was twitted sometimes with rank materialism and sometimes with having its "head" in the clouds. For his part he accepted both descriptions. Labour was occupied both with material things and with ideals, and it had to improve the material side of the workers' existence that their souls might have a chance to break their prison and live free. The political side of Mr. Welsh's speech calls for no comment; but what must have struck every listener was the fineness of the temper and the tolerance of the pose, the fervour with which he expressed his awe and wonderment at the vision which he had seen of the glory of the world, and his longing that others of his class should learn to see the same vision, dream the same dreams and sing the same stately songs.

Mr. Welsh spoke in simple language, with touches here and there of extraordinary naïveté, as when he almost tremulously thanked the other side, viz., the capitalist class, for giving his class free education and so opening the doors to them of the knowledge which is power. But not of power alone to Mr. Welsh, for he spoke of wandering through the gates of another and an enchanted world, in the company of Shelley, Burns, and Shakespeare, whom he named as though he had found them out for himself and lived with them in such intimacy that something of their speech had passed into his own, and touched his lips with the live coal from the altar.

## A POIGNANT CONTRAST.

The most moving passage which gushed forth in a sort of lyrical flood, was that in which he described his rapture at the sheer beauty of the spectacle in the House of Lords at the ceremonial opening. He had never thought he said, so much beauty of colour and form could be gathered together into so small a space; it seemed to him as if he had strayed into some Aladdin's Cave. Evidently he had feasted his eyes on the riotous blaze of the robes and gems and jewels till he must have forgotten altogether for the moment that he was there looking on, not as a poet, but as the Labour M.P. for Cuthbridge, North Lanarkshire.

Then he told the House by way of contrast of one of his earliest memories in a single-roomed house, where the beds were but two holes in the walls, and in the one lay a miner writhing in pain from an accident at his work, and in the other the body of a dead child, which at night was placed on the table so that the living might have the bed. Similar poignant contrasts have been made before by Labour members, but never so effectively as this, for there was no rage of furious envy or resentment against the brilliance of the spectacle, and no itching to pull down that others may be raised up.

Some of Mr. Welsh's colleagues did not seem to appreciate his serenity of temper. While he was talking of the beauty in the House of Lords, one of them had the almost incredible vulgarity to break into the passage with the sneering word, "Painted." But it only drew from Mr. Welsh the rebuke that, painted or not, there was "nothing that came from the hand of God more beautiful than a well-formed man or woman," and when the sneering voice continued, "So different from the other side now," he simply said, "There is beauty in all of us, and so passed on." "A poet! He hath put his heart to school," and learned lessons of which the House of Commons will gladly hear him speak.—Daily Telegraph.

## THE FLAG-SHIP "HAWKINS."

The London correspondent of the Singapore Free Press writes:—

The light cruiser, *Hawkins*, flagship of the Commander-in-Chief of the China Station, is to be recommissioned for further service in the same capacity on that station. It may be recalled that some very bold experiments were made in the lower dock arrangements of the *Hawkins*, with regard to messing and accommodation, with the view towards making life more pleasant there without disturbing discipline. The experiments have in every way justified themselves, and the commission of the *Hawkins*, now expiring—it is her maiden one—has been very successful and pleasant. The new crew for the *Hawkins* will be sent out to Singapore by troopship by the end of March, the flag-ship being due in her routine to be in "The Gateway of the East" as Singapore is well named at that time.

The estate of the late Mr. George Cadbury has been sworn at £1,011,000.



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IN TUTANKHAMEN'S TIME.  
GIFTS FROM BABYLONIA.

At University College on February 20th Miss M. A. Murray, Lecturer in Egyptology in the University of London, delivered a lecture on "Tutankhamen and His Time." The lecturer said that Moses was the halfway point between us and the pyramids, and Tutankhamen was about a century or a little more before Moses. The Throne in Egypt was entirely in the female line, and a man became a king by marrying the Queen. Tutankhamen was a worshipper of the sun, and was several thousand years before his time, for he was demonstrating what was known to be a scientific fact, that life depended on the sun. It was an extraordinary thing to find a man three thousand years ago announcing this scientific fact. He was not only a reformer in religion, but also in art. During his period there arose a school of naturalistic art. He destroyed every mention of the God "Amen," and that was a political movement directed against the priesthood of Thebes. He objected to war, and might be described as a conscientious objector. The king spent much of his time in spreading his religion and in composing hymns, one being very similar to the 104th Psalm. When Tutankhamen died his Queen wrote to the King of the Hittites, saying she was a widow, and would he send his son to marry her, and thus make him King of Egypt. (Laughter.)

It would be interesting to know, the lecturer continued, what Tutankhamen's Royal robes were like, as they had never been seen before. The lecturer said she could not say from the photograph that they were things of beauty; they struck her as being much too heavy, especially the headpiece. They were in solid blocks of alabaster. She thought they were the work of a foreign artist sent into Egypt by those who had copied the Egyptian motif and not understood it. The same observation applied to other objects, such as the couch so much referred to. The question was, "Where did they come from?" That was a question they could scarcely expect to get an answer to, but there was a letter on one of the Tablets, Amarna tablets from a Babylonian king, describing some presents he was sending to Amenhotep III. "Verily," said the letter, "I have sent you by the hand of Shuti a couch made of uahu wood, ivory, and gold, three couches made of uahu wood and gold, a throne made of uahu wood and gold, five thrones made of uahu wood and gold, a footstool of uahu wood." In Tutankhamen's tomb they had the whole of these objects mentioned there, and therefore it would be concluded that there was in that tomb not the ordinary burial of a king, but the end of a line. If the line was a usurping one everything was cleared out and put into the tomb of the last of that line.

Referring to criticisms that it was sacrilegious to open the tombs of the kings, the lecturer quoted from a letter of Professor Elliott Smith, saying that people who made these complaints seemed to be unaware that the real desecration was committed twenty-nine centuries ago by the subjects of these rulers, and that modern archaeologists, in doing what they had done, had been rescuing these mummies from the destructive vandalism of the modern descendants of those ancient grave plunderers.

## WOMAN PILOTS LIQUOR LEGISLATION.

LONDON, March 8th.  
The House of Commons to-day passed by 338 votes against 56 the second reading of a Bill which prohibits public houses from selling intoxicating liquor for consumption on the premises to persons under eighteen years of age. The second reading was moved by Lady Astor. It is the first time that a woman has piloted legislation in the British Parliament. The Bill is a private one and the voting was on non-party lines.

With picturesque ceremonial the Duke of York was made a Freeman of the City of Glasgow on January 26th. Subsequently his Royal Highness opened the coming-of-age show of the Scottish Motor Trade Association. Accepting the golden casket containing the burgess ticket, the Duke of York said: "It appears to me as peculiarly happy that my presence in your great Scottish city, for this ceremony should be my first visit after I had, may I say, the wisdom, foresight, and good fortune to persuade a Scottish lady to become my wife."

## Consider Your Health.

When you consider how much depends upon it, what can be more important to you than the state of your health? If you are troubled with indigestion, health your capacity for work or pleasure are affected. Thousands of people know by old experience that

## Beecham's Pills

are a blessing in the household and exercise a most beneficial effect in cases of  
**Torpid Liver,**  
**Biliousness,**  
**Sick-Headache,**  
**Indigestion,**  
**Loss of Appetite,**  
**Constipation,**  
and other disturbing forms of stomachic or dyspeptic trouble.

Beecham's Pills are good allies for men, women and child. Taken according to directions. They are pre-eminently a family medicine—a remedy to have at hand in readiness for every occasion where need arises. They have the largest sale of any Proprietary Medicine in the World and have earned the reputation of being  
**"Worth a Guinea a Box."**



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Your dearest wish is for Baby to be well and happy. Then you must pay particular attention to his food, for his welfare depends as much on that as on anything else. The "Allenburys" Foods are practically identical with mother's milk—Baby's natural food. Baby could have nothing purer or safer than

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MILK FOOD No. 1. From birth to 3 months.

MILK FOOD No. 2. From 3 to 6 months.

MALTED FOOD No. 3. From 6 months onwards.

Obtainable of all Chemists.

ALLEN &amp; HANBURY LTD., London.

Trade Mark.

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Many who availed themselves of these facilities last year have without exception returned home with the following typical extracts:

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- (3) "Should I find any of my friends in Australia in need of a good reliable firm to help them, I will not fail to give them your name and address."

The possession of a good Light Car will increase the enjoyment of your leave, and the recent drastic price reductions bring it within the reach of most. Autoveyors Ltd. are Authorised Agents for the leading makes, and arrange all details with regard to taxation, licence, insurance, etc.

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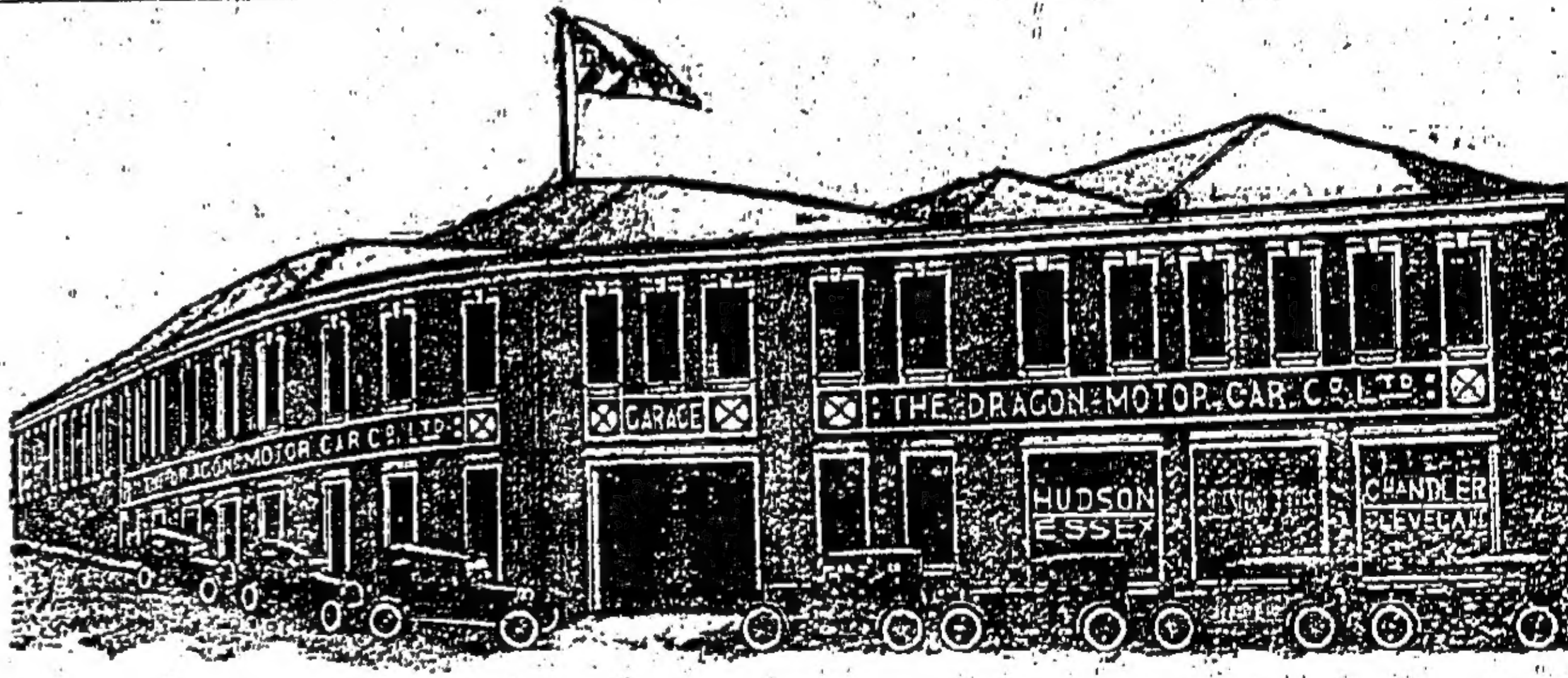
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No. 1. For Rheumatism, No. 2. For Gout, No. 3. For Skin Diseases. No. 4. For Chronic Weakness. SOLD BY ALL CHEMISTS. PRICE 1/6. 2/6. 3/6. 4/6. 5/6. 6/6. 7/6. 8/6. 9/6. 10/6. 11/6. 12/6. 13/6. 14/6. 15/6. 16/6. 17/6. 18/6. 19/6. 20/6. 21/6. 22/6. 23/6. 24/6. 25/6. 26/6. 27/6. 28/6. 29/6. 30/6. 31/6. 32/6. 33/6. 34/6. 35/6. 36/6. 37/6. 38/6. 39/6. 40/6. 41/6. 42/6. 43/6. 44/6. 45/6. 46/6. 47/6. 48/6. 49/6. 50/6. 51/6. 52/6. 53/6. 54/6. 55/6. 56/6. 57/6. 58/6. 59/6. 60/6. 61/6. 62/6. 63/6. 64/6. 65/6. 66/6. 67/6. 68/6. 69/6. 70/6. 71/6. 72/6. 73/6. 74/6. 75/6. 76/6. 77/6. 78/6. 79/6. 80/6. 81/6. 82/6. 83/6. 84/6. 85/6. 86/6. 87/6. 88/6. 89/6. 90/6. 91/6. 92/6. 93/6. 94/6. 95/6. 96/6. 97/6. 98/6. 99/6. 100/6.



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Service Station, Wong Nei Chong Road  
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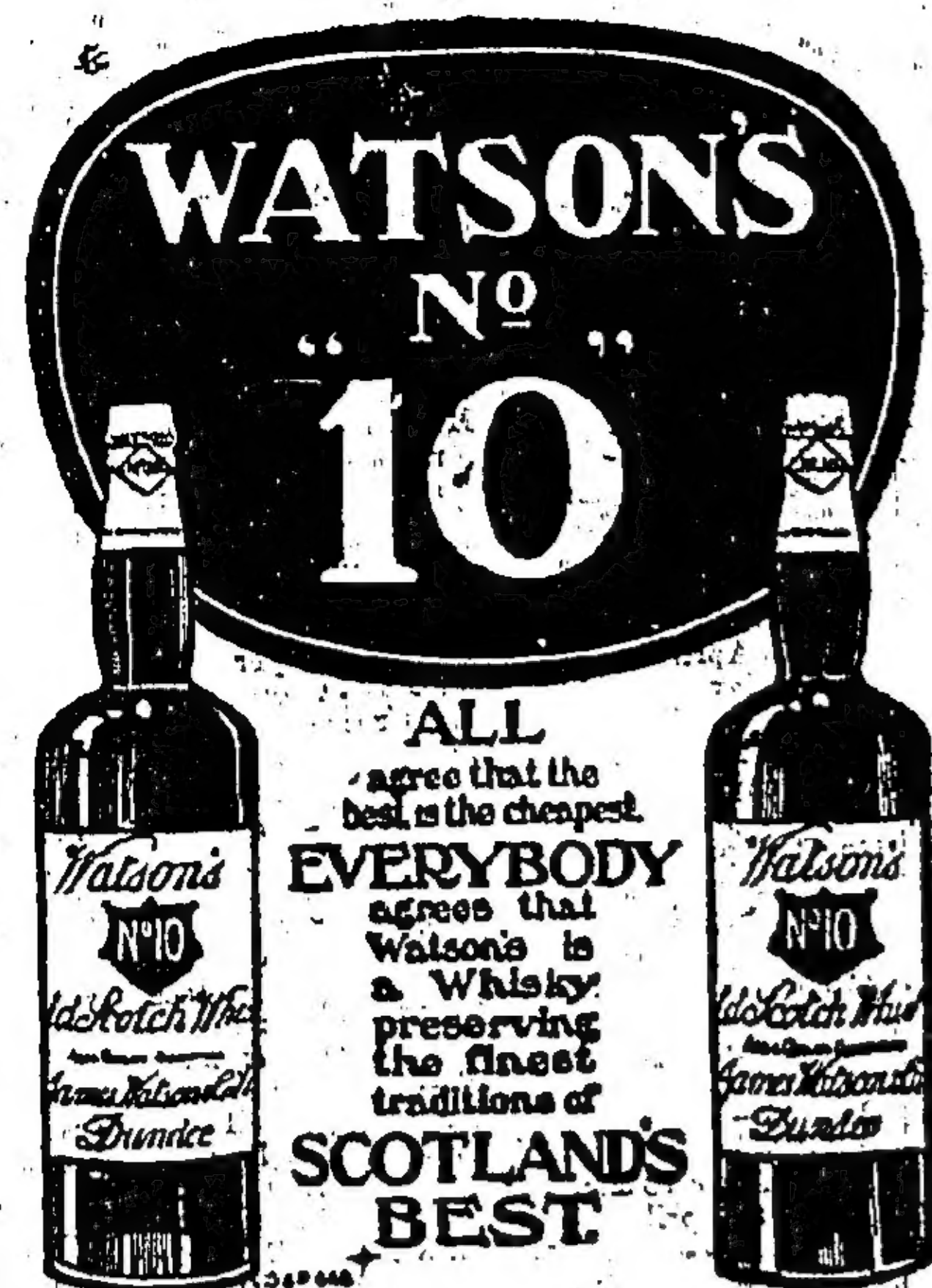
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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Bayer	9,000 tons	about end of April
Hindenburg	12,350 tons	about end of May
*Emil Kirdorf	9,000 tons	about end of June
Ludendorff	12,350 tons	about end of July

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Carl Legien	9,000 tons	about 6th April
Havenstein	12,350 tons	about beginning of May
*Adolf von Bayer	9,000 tons	about beginning of June
Hindenburg	12,350 tons	about beginning of July
*Emil Kirdorf	9,000 tons	

\* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.

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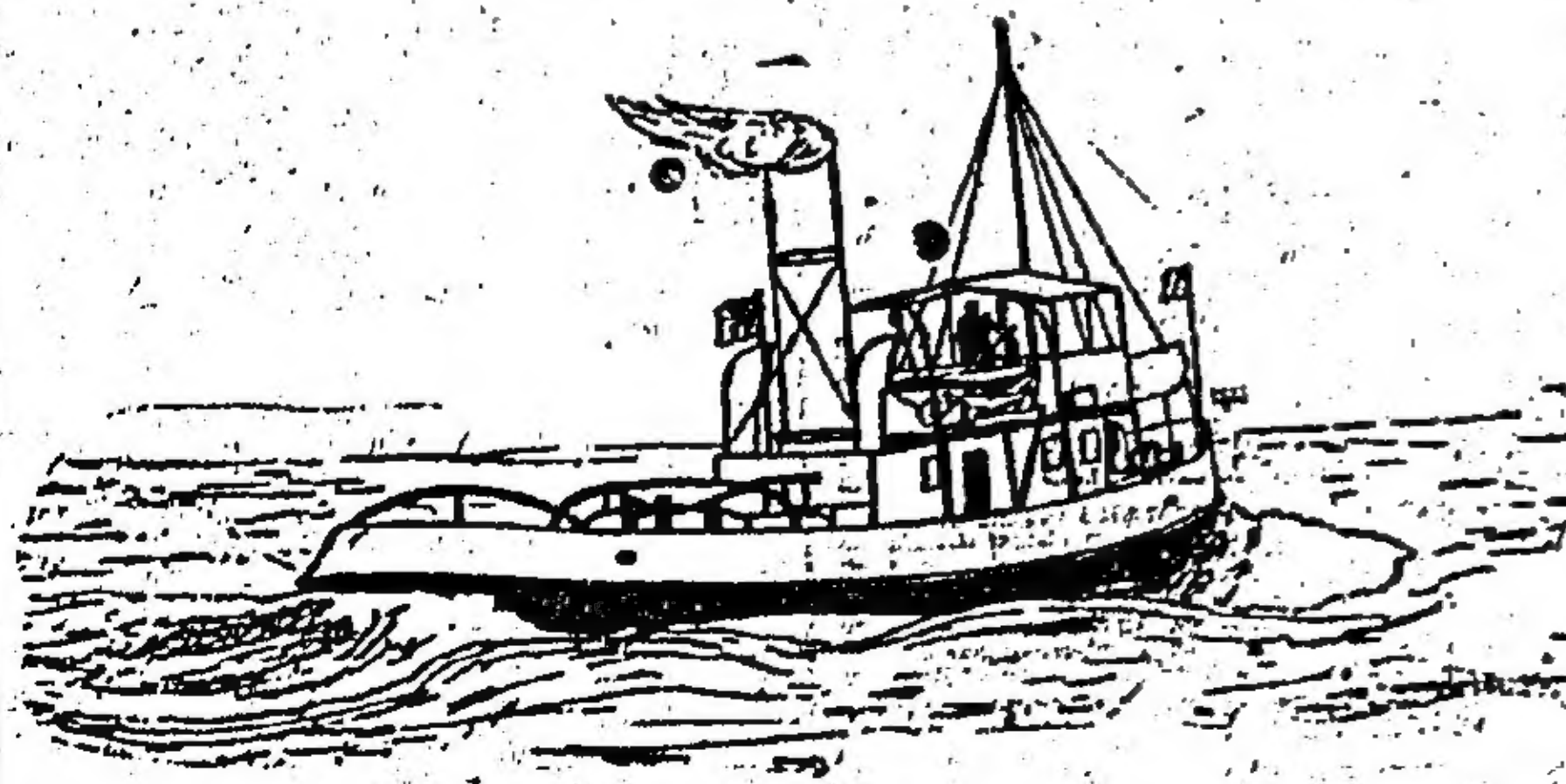
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OLD-FOOTED TUG BOAT "LION" BUILT BY W. S. BAILEY &amp; CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

BRITAIN AND GERMANY.  
SIR SIDNEY LOW'S CRITICISM.

Sir Sidney Low, the eminent authority on Constitutional History, recently contributed the following article to the *Daily Mail*:-

The *Daily Mail* has appropriately recalled attention to the statements by Mr. Lloyd George in 1921, in which the policy of occupying the Ruhr area in the event of Germany's continued default, is emphatically asserted.

It ought to be remembered, however, that the late British Government had already gone much further than this. It had, in conjunction with its Allies, delivered an ultimatum in which it stated that it "would proceed to the occupation of the valley of the Ruhr, unless the German Government within six days declared its resolve to carry out without reserve or condition" its obligations as defined by the Reparation Commission.

This ultimatum was issued on May 5th, 1921. The German Government, after a defiant refusal, "climbed down" before the six days of grace had expired, and agreed to fulfil the demands of the Allied Powers.

Had it not done so, the British Government would have been bound, on May 13th, 1921, "to proceed forthwith with such preliminary measures as may be required for the occupation of the Ruhr Valley by the Allied Forces."

This statement was signed by the representatives of France, Belgium, Italy, and Japan; and by Mr. Lloyd George for Great Britain.

In the view, therefore, of the late Cabinet the Ruhr "sanction" should have been—and would have been—applied to a recalcitrant Germany in May, 1921.

Moreover, it now appears that in the view of our present Cabinet the same sanction might, and should, be applied in or about May, 1923.

This rather startling point emerges from a passage in Mr. Bonar Law's speech in the House of Commons at the beginning of the session.

It was commonly understood that the proposal, which Mr. Bonar Law wished to bring forward at the abortive Paris Conference, contemplated a moratorium, extending to as much as four years, for the German debtor; at the end of which term, if that debtor had not shown himself able or willing to discharge his liabilities, Great Britain would be prepared to join in applying military pressure, including the occupation of further German territory.

This was taken to imply that eventually we might take part in a Ruhr advance, but not till four years had elapsed.

Mr. Bonar Law now tells us that this was not what he meant. He would have been willing to agree to enforce military and territorial sanctions in six months, unless in the interim Germany had made a real and effective effort to stabilise her currency and restore her credit.

As Germany has been persistently engaged in debasing her currency, and wrecking her international credit, for four years there is not the smallest prospect that she would rehabilitate either in six months. So then, in the summer of this year, Mr. Bonar Law would be ready to join France in moving into the Ruhr Valley, just as Mr. Lloyd George was ready two years ago; the condition precedent in either case being the refusal of Germany to discharge her obligations.

That condition has been amply fulfilled. Can we blame the French if they say: "We are taking those steps which you no less than ourselves were prepared to take forthwith in May, 1921, and which your present Prime Minister tells us would be justifiable in circumstances quite certain to occur, during the present year. Well, we take them now—that is all there is to it."

The Allied claim, which our Government was preparing to enforce in May 1921 by the occupation of the Ruhr Valley, was for £2,600,000,000. We are now assured that this sum is altogether beyond Germany's capacity to pay, and that it must be reduced by at least two-thirds, if not three-quarters. Such, it is affirmed, is the present conclusion of the financial experts.

But the figure mentioned was that fixed by the Committee of Experts in May, 1921, as the amount which Germany was capable of providing over a term of forty-two years. If the experts were right in their calculations then, they must be wrong now; for the national wealth of Germany has not decreased in the interval, though her national credit (which is a very different matter) has gone to pieces.

Nobody, I suppose, imagines that the full six thousand six hundred millions will ever be recovered from Germany. Yet that figure is fourteen hundred millions less than the amount of our own national debt. Germany has about twenty-five millions more inhabitants than Great Britain; her area is more than twice as large; except in coal, she has greater natural resources; she has more land, more timber, more cattle and sheep; her industries are buoyant, and she has no unemployed. If the smaller and naturally poorer country can endure a debt of eight thousand millions, I do not see why the larger and more populous nation should be "crushed" by a debt of six thousand millions.

The original Reparations Agreement of January, 1921, revised and reduced three months later, arranged that the German debt to the Allies should be liquidated by annuities spread over 42 years. These annuities were to begin at 100 million sterling (two thousand million gold marks) for the first two years, increasing progressively to 160 million, 200 million, and finally to 300 million sterling (six thousand million gold marks) annually.

Now, even if Germany handed over this last sum it would involve a payment of well under 25 per head for the German population. We in England and Scotland (for you cannot count Ireland in) are finding, for interest and sinking fund on our National Debt, something like £20 per head.

If the German taxpayer were contributing to revenue only half as much as the Englishman, the whole sum due under the Reparations Agreement would be paid off in ten years. He has never been asked to do anything of the sort. He has been required (as on paper has agreed) to furnish annual instalments which he could raise without taking upon himself more than one quarter of the individual load which Englishmen and Scotsmen carry as annual interest on their debt.

Why should that be an intolerable weight for this active, intelligent, and highly industrial (Continued on next column.)



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DR. Gordon Stables' sound and timely advice to throat, chest and lung sufferers is:—"Always Keep Peps by your Bedside."

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When Peps dissolve in the mouth, they instantly carry a soothing, germ-destrorying influence to every part of the breathing passages and lungs.

If you are kept awake by a persistent cough, caused by chilly night air, or are troubled with a racking early-morning cough, keep Peps by your bedside.

If you have chronic chest weakness like bronchitis or asthma, you will find Peps a blessing. They give comfort and strength and ensure nights of restful sleep.

Sufferers from that hacking cough of lung trouble, should always keep Peps by the bedside. No other medicine can check so consistently the wasting and weakening caused by incessant coughing.

If children are croupy or troubled with bronchitis—colds, or—throat—soreness, mothers and nurses will find in Peps the remedy that is pleasant, and free from all harmful drugs.

Keep Peps by your bedside and always take them whenever you feel the first symptoms of a cold, chill or sore throat. Peps enable you to throw off infection in its earliest stages and keep trouble off the chest and lungs. Also when epidemics of colds, influenza or bad throats are about, remember that Peps are a powerful defence.

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ADVERTISEMENTS

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WANTED Immediately by THE AMATEUR PHOTOGRAPH COMPANY (S.C.), LTD., A LADY STENOGRAPHER.

trialised people! Why is it oppressive to compel Germany to honour her contract, even if that does throw upon her citizens a burden of taxation which would still be a mere fraction of our own!

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAIHING	SUBJECT TO ALTERATION.	3rd Apr. Noon
TIENTSIN	"CHEONGSHING" Tuesday	4th Apr. 5 p.m.
KOBE via SHANGHAI	"KUTSANG" Wednesday	5th Apr. 7 a.m.
SAIGON	"WINGSANG" Thursday	6th Apr. 10 a.m.
HAIPHONG via HOIHOW	"LEPSANG" Friday	6th Apr. 3 p.m.
MANILA	"TURNSANG" Friday	6th Apr. 5 p.m.
SAIGON	"MAUSANG" Tuesday	10th Apr. Noon
BANGKOK via SWATOW	"HANGSANG" Tuesday	11th Apr. Noon
SHANGHAI via SWATOW	"TUNGSHING" Wednesday	12th Apr. 3 p.m.
STRAITS & CALCUTTA	"FOORSANG" Saturday	14th Apr. 3 p.m.
STRAITS & CALCUTTA	"TAISANG" Thursday	15th Apr. 3 p.m.
KOBE via SHANGHAI	"NAMSANG" Thursday	15th Apr. Noon
KOBE	"HOSANG" Friday	20th Apr. 3 p.m.
SANDAKAN	"HINSANG" Saturday	21st Apr. 10 a.m.
BANGKOK via HOIHOW	"CHUNSANG" Saturday	21st Apr. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets are obtainable and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly, but passenger and cargo calling at Haiphong when instruments of cargo.

BORNEO LINE—Fortnightly sailings from and to Sandakan by two 5,000 tons steamers "KINGSANG" and "MAUSANG", both steamers carrying excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

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S.S. "FOOKSANG" will be despatched on or about Saturday, 14th April, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

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HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENOGLE"	9th April.	"FEMEROKESHER"	8th April.	Glen, London, Rotterdam & Hamburg.
"GLENAMORY"	23rd April.	"GLENAD"	20th April.	London, Rotterdam and Hamburg.
"GLENAPP"	7th May.	"GLENARIFE"	8th May.	Glen, London, Rotterdam and Hamburg.

Movements are subject to change without notice.

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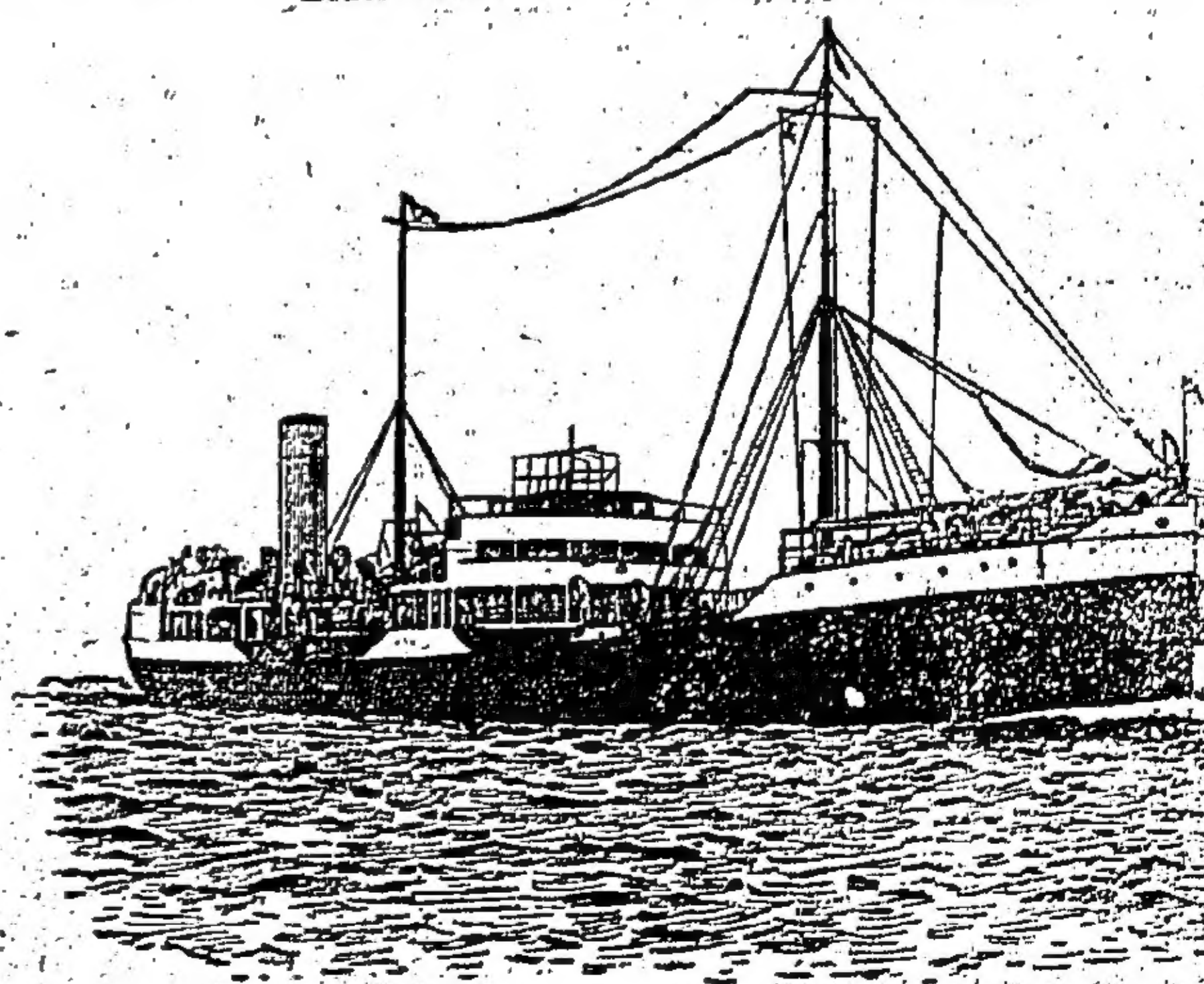
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## SHIPPING NEWS

## ARRIVALS.

April 1st.  
*King On*, Chinese str., 475 tons, Capt. Chow Man Fui, from Hoihow, with a general cargo.—F. Y. & Co.  
*Lee Sang*, British str., 973 tons, Capt. T. Croft, from Hoihow, with a general cargo.—J. M. & Co.  
*Seistan*, British str., 1,481 tons, Capt. D. Thomas, from Singapore and Hoihow, with a general cargo.—Kuen Sang.  
*Wing Sang*, British str., 1,517 tons, Capt. J. V. Simpson, from Tsingtau, with a general cargo.—J. M. & Co.

April 2nd.  
*Huichow*, British str., 1,222 tons, Capt. J. S. de Wolf, from Swatow, with a general cargo.—B. & S.  
*Zhangchow*, British str., 1,220 tons, Capt. E. M. Gillie, from Shanghai, with a general cargo.—B. & S.  
*Nisai Maru*, Japanese str., 1,766 tons, Capt. I. Idaka, from Hongkong, with coal.—Sato & Co.  
*President McKinley*, American str., 8,400 tons, Capt. Alvin O. Lusbie, from Manila, with a general cargo.—Admiral Oriental Line.  
*Savaria*, British str., 1,368 tons, Capt. G. S. Hornburgh, from New York and Manila.—B. & S.  
*Siberia Maru*, Japanese str., 6,100 tons, Capt. M. Otsu, from San Francisco and Shanghai, with a general cargo.—T.K.K.  
*Sus Yang*, British str., 1,394 tons, Capt. P. Purvis, from Shanghai, with a general cargo.—B. & S.  
*Tanda*, British str., 4,336 tons, Capt. J. A. Davidson, from Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.  
*Werra*, German str., 5,529 tons, Capt. M. Spangenberg, from Singapore, with a general cargo.—Robert Dollar & Co.

## CLEARANCES.

March 31st.  
*Aizawa Maru*, for Canton.  
*Huichow*, for Canton.  
*Kan-how*, for Swatow.

April 1st.  
*Halvard*, for Canton.  
*Nan Wah*, for Canton.  
*Tokushima Maru*, for Singapore.

April 2nd.  
*Amherst*, for Hoihow.  
*Chak Sang*, for Swatow.  
*Chak Sang*, for Wuchow.  
*Huichow*, for Canton.  
*Hydrangea*, for Swatow.  
*Jade*, for Pakhoi.  
*Kalgan*, for Swatow.  
*King On*, for Canton.  
*Kwai Sang*, for Amoy.  
*Liangchow*, for Canton.  
*Perseus*, for Shanghai.  
*Porthos*, for Haiphong.  
*President Pierce*, for Manila.  
*President*, for Canton.  
*Sus Yang*, for Canton.  
*Triumph*, for Canton.  
*Wing Sang*, for Canton.

## PASSENGERS.

Per s.s. *Wing Sang*, from Tsingtau, on April 1st.—Mr. and Mrs. Boyle.  
 Per s.s. *Siberia Maru*, from Shanghai, on April 2nd.—Mr. W. V. Curtis, Mr. G. W. Freeman, Mr. E. W. Foster, Mr. E. G. Johnson, Mr. and Mrs. J. Oswald, Miss M. Oswald, and Mr. G. W. Rogers.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama on March 26th, left Yokohama on March 31st, p.m., and is due at Vancouver on April 6th.  
 The s.s. *Pyrrhus* (Blue Funnel) for London and Rotterdam, left Shanghai on April 1st, is due here on April 4th, day-light, and will be despatched at noon, same day.  
 The s.s. *Africa* (Blue Funnel) from Liverpool, left Singapore on March 31st for this port, and is due here on April 4th, p.m.  
 The N.Y.K. s.s. *Lyons Maru* (Liverpool line) left Shanghai for Hongkong, on March 31st, and is expected here on April 4th.

## VESSELS EXPECTED.

*Amboise* (M.M.), due April 24th.  
*André Lebon* (M.M.), due April 10th.  
*Arifura* (E. & A.), due April 5th, day-light.  
*Empress of Russia*, due April 12th.  
*Eurylochus* (Blue Funnel), due April 14th.  
*Glaucus* (Blue Funnel), due April 28th.  
*Mentor* (Blue Funnel), due April 19th.  
*Ningchow* (Blue Funnel), due April 21st.  
*Rangoon Maru* (N.Y.K.), due April 6th.  
*Tokushima Maru* (N.Y.K.), due to-day.

## UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:  
 Addressee: Shanghai  
 Gibbins: Shanghai  
 Tabor: Shanghai  
 Mahara: Hamburg  
 Englio Co., 34, Queen's Road: Amoy  
 1433: Shanghai  
 Malinkong & Co. Pehelton: Shanghai  
 Namphong: Kobe  
 Yeetee: Shanghai  
 1788: Shanghai  
 Howlanen: Pignon Hotel, Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:  
 Addressee: From  
 14854/2nd Pearce Hongkong: Shanghai  
 1754/2nd Charles Turner: Hongkong Hotel Singapore

## WEATHER REPORT.

Apr. 2nd at 11.30.—Pressure has increased moderately at Vladivostok and Shanghai. It has decreased slightly at other reporting stations.  
 An anticyclone formed over S.E. Mongolia yesterday. It may spread southwest and produce a moderate monsoon along the coast of China and over the N. China Sea.  
 Hongkong rainfall for the 24 hours ending at 10 a.m., 2nd April, 0.00 inch. Total since January 1st, 1.13 inches, against an average of 6.39 inches.  
 The forecast for the 24 hours ending at noon, 3rd Apr., is as follows:—  
 District: N.E. winds, moderate; fine to cloudy.

Hongkong to Gap Rock ... The same as No. 1.  
 Formosa Channel ... The same as No. 1.  
 South coast of China between Hongkong and Lamcocks ... The same as No. 1.  
 South coast of China between Hongkong and Hainan ... The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 2nd			
Day	at 8 a.m.	at 6 a.m.	at 3 p.m.
Barometer	30.73	30.01	30.2
Temperature	76	65	78
Humidity	81	89	81
Wind Direction	SE	E	SE
Forces	3	2	3
Weather	B	C	B
Rain	0.00	0.00	0.01

Highest open-air Temperature on 1st ... 75  
 Lowest open-air Temperature on 2nd ... 68

## HONGKONG TIDE TABLE.

From Apr. 3rd to 9th, 1923.

High Water. Low Water.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	2	h. m.	ft. in.	h. m.	ft. in.
Wed.	4	h. m.	ft. in.	h. m.	ft. in.
Thurs.	5	h. m.	ft. in.	h. m.	ft. in.
Fri.	6	h. m.	ft. in.	h. m.	ft. in.
Sat.	7	h. m.	ft. in.	h. m.	ft. in.
Sun.	8	h. m.	ft. in.	h. m.	ft. in.
Mon.	9	h. m.	ft. in.	h. m.	ft. in.

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Slavio Prince	Brit.	Princes Line	On 3rd April
BOSTON & NEW YORK via Suez	Scrutators & Barry	Am.	Scrutators & Barry	On 3rd April
SAN FRANCISCO	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 15th April
VICTORIA & VANCOUVER via Suez	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	About 18th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 24th April, 10 a.m.
VICTORIA, SEATTLE & VANCOUVER via Suez	Butterfield & Swire	Brit.	Butterfield & Swire	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Canadian Pacific O. S. Ltd.	Brit.	Canadian Pacific O. S. Ltd.	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	P. & O. S. L. & A. L.	Brit.	P. & O. S. L. & A. L.	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Massageries Maritimes	Brit.	Massageries Maritimes	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	The Bank Line Ltd.	Brit.	The Bank Line Ltd.	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Butterfield & Swire	Brit.	Butterfield & Swire	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Butterfield & Swire	Brit.	Butterfield & Swire	On 24th April
VICTORIA, SEATTLE & VANCOUVER via Suez	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 24th April
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**"ELLERMAN LINE"**

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

UNITED KINGDOM &amp; CONTINENTAL SERVICE.

## OUTWARDS.

"CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe &amp; Yokohama

## HOMEWARDS.

"CITY OF POONA" ... 28th April ... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE.

"CITY OF POONA" ... 28th April ... Marseilles, London &amp; Hamburg.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

REISS &amp; CO., CANTON

(Tel. Central 7807)

**P. & O., British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

SS	Tonnage	From Hongkong (about)	Destinations
"DONGOLA"	8,900	4th Apr.	Marseilles, London & Antwerp.
"NAGPORE"	5,223	7th Apr.	Spore, Penang, Colombo & Bombay
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"SIOLIA"	6,800	28th Apr.	Spore, Penang, Colombo & Bombay
"KARMA"	9,000	2nd May	Marseilles, London & Antwerp.
"KIDDERPORE"	5,234	8th May	Spore, Penang, Colombo & Bombay
"KASHGAR"	8,000	16th May	Marseilles, London & Antwerp.
"SOUAN"	7,700	18th May	Spore, Penang, Colombo & Bombay
"NYANZA"	7,000	20th May	Marseilles, London & Antwerp.
"SARDINIA"	6,680	13th June	do
"DELTA"	8,097	27th June	Spore, Penang, Colombo & Bombay
"SIOLIA"	6,813	28th June	Marseilles, London & Antwerp.
"MALWA"	10,941	12th July	do
"DEVANHA"	8,094	25th July	Spore, Penang, Colombo & Bombay
"BOUDAN"	6,686	28th July	Marseilles, London & Antwerp.
"EHIVA"	9,017	8th Aug.	do

## BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,956	4th Apr., 10 a.m.	Calcutta via Singapore & Penang
"TANUS"	4,824	7th Apr.	Singapore, Penang & Calcutta.
"JAPAN"	6,000	12th Apr.	do

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th Apr., 4 p.m.	Manila, Sandakan, Thursday Island, Jesselton, Roshan, Sydney & Melbourne.
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Frequent connections from Australia with the following—  
The Union R.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,  
The P. & O. Royal Mail Steamers to London via Star Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and Liverpool via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"KASHGAR"	8,940	8th Apr.	Shanghai, Moji, Kobe & Yokohama
"KIDDERPORE"	5,234	10th Apr.	Japan Direct
"SIOLIA"	6,800	18th Apr.	Shanghai only
"NYANZA"	7,000	20th Apr.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.  
First Cabin Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passage Papers, Freight Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central, HONGKONG.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
and  
NEW YORKSS. "SLAVIC PRINCE" ... 3rd April.  
SS. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain)  
St. George's Building

O. S. K.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, BREITENBURG, ANTWERP & MARSEILLES  
Monthly direct service via Singapore and Port Said.  
"PARIS MARU" (Taking Passengers) ... Saturday, 7th April  
BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE.  
"SHUNKO MARU" ... Sunday, 8th May  
"TACOMA MARU" ... Tuesday, 1st May, 11 a.m.  
BOMBAY & COLOMBO-REG. 1st FORTNIGHTLY SERVICE via SINGAPORE.  
"BURMA MARU" (Calling at Penang) ... Thursday, 5th April  
"HIMALAYA MARU" ... Saturday, 21st April  
SAIGON, HANOI & SINGAPORE—Regular monthly Passenger Service.  
"MALAY MARU" ... Tuesday, 3rd April  
CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.  
"VICTORIA MARU" ... Thursday, 12th April  
VICTORIA, VANCOUVER, SEATTLE & TACOMA via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—1st Passenger Service.  
"ARABIA MARU" ... Saturday, 7th April  
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.  
"HAWAII MARU" ... Tuesday, 1st May  
JAPAN PORTS—Kobe & Yokohama. ... Sunday, 6th May  
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.  
"KAJO MARU" ... Every Sunday, 10 a.m.  
"AMAKURA MARU" ... Thursday, 12th April  
TAKAO via SWATOW & AMOY ... Thursday, 12th April  
For sailing dates and further particulars please apply to—  
K. SHIMA, Manager.  
Tel. Central No. 4900.

**G. N. C.  
CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & HANGKOW	"KALGAN"	On 3rd Apr. Noon
AMOY, MANILA, CEBU & ILOILO	"TEAN"	On 4th Apr. 4 p.m.
AMOY & SHANGHAI	"LIANGCHOW"	On 5th Apr. D.L.
SHANGHAI	"SUZYANG"	On 6th Apr. D.L.
HAIPHONG	"NANNING"	On 6th Apr. 10 a.m.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 6th Apr. Noon
SHANGHAI & TSINGTAO	"BOOCHOW"	On 7th Apr. D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 7th Apr. 10 a.m.
HOIHOW & HANGKOW	"LINAN"	On 7th Apr. 10 a.m.
SWATOW, SHANGHAI & PUKOW	"LUCHOW"	On 8th Apr. 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 8th Apr. Noon

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Tientsin), Tuesdays and Saturdays (extending to all Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOW LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.)  
Agents  
Telephone Central 28

CARGO &amp; PASSENGER CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## AUSTRALIAN ORIENTAL LINE

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIWAN"	24th April	29th April

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U.S.S. "West Chopaka"	Leave Hongkong 12th April.
U.S.S. "West Chopaka"	Due Hongkong 30th April.
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